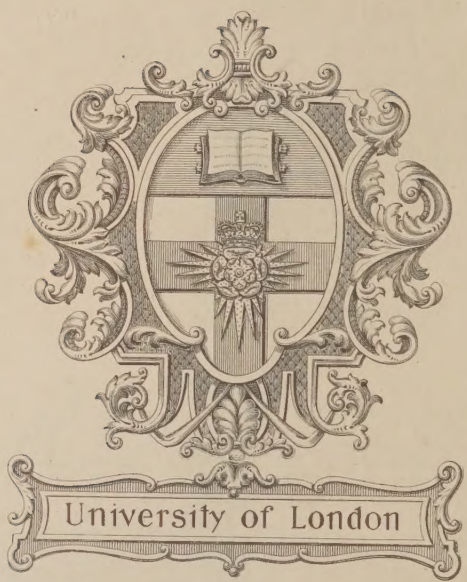
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— (24—PART II.) —

RAILWAYS.

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ROYAL COMMISSION ON RAILWAYS.

APPENDICES TO EVIDENCE

TAKEN BEFORE

THE COMMISSIONERS,

VOL. I.

WITH GENERAL INDEX.

Presented to both Houses of Parliament by Command of Her Majesty.

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APPENDIX A.

STATEMENTS SHOWING THE CHARGES FOR CARRIAGE OF VARIOUS ARTICLES.

(Referred to by Mr. Clark, in his Answer to Question 4.)

TIMBER AND DEALS.

RAILWAY RATES of CARRIAGE to and from LIVERPOOL, as compared with other Places.

From	Ashton-under-Lyne.			Bacup.			Bury.			Burton-on-Trent.			Birmingham.			Bradford.			Derby.			Dewsbury.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Bristol	—	—	—	—	—	—	195	18 4	$1\frac{1}{2}$	125	12 0	$1\frac{1}{6}$	94	10 0	$1\frac{1}{2}$	—	—	—	136	11 4	1	—	—	—
Fleetwood	—	—	—	50	12 0	$2\frac{11}{12}$	46	8 4	$2\frac{3}{23}$	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grimsby	103	12 6	$1\frac{3}{7}$	—	—	—	—	—	—	—	—	—	—	—	—	80	9 0	$1\frac{1}{2}$	94	9 2	$1\frac{1}{6}$	79	9 0	$1\frac{4}{11}$
Gloucester	—	—	—	—	—	—	158	16 0	$1\frac{1}{2}$	87	7 0	$0\frac{38}{39}$	$56\frac{1}{2}$	6 6	$1\frac{3}{8}$	—	—	—	99	8 0	1	—	—	—
Hull	90	12 6	$1\frac{3}{8}$	$107\frac{1}{2}$	13 6	$1\frac{3}{14}$	95	12 6	$1\frac{1}{2}$	122	9 8	$0\frac{9}{10}$	134	14 2	$1\frac{1}{4}$	67	9 0	$1\frac{1}{2}$	111	9 2	1	64	9 0	$1\frac{3}{8}$
Hartlepool	98	12 6	$1\frac{1}{7}$	130	13 6	$1\frac{1}{4}$	$90\frac{1}{2}$	12 6	$1\frac{5}{9}$	154	10 10	$0\frac{5}{9}$	180	14 2	$0\frac{17}{18}$	75	9 0	$1\frac{3}{7}$	—	—	—	80	9 0	$1\frac{1}{2}$
Liverpool	40	10 0	3	54	12 0	$2\frac{2}{3}$	$34\frac{1}{2}$	8 4	$2\frac{5}{7}$	90	15 0	2	90	13 6	$1\frac{1}{2}$	70	10 0	$1\frac{1}{7}$	92	13 4	$1\frac{1}{6}$	$65\frac{1}{2}$	12 6	$2\frac{4}{13}$
Newport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sunderland	110	12 6	$1\frac{4}{11}$	145	13 6	$1\frac{1}{7}$	148	12 6	$1\frac{1}{24}$	—	—	—	208	14 2	$0\frac{13}{16}$	—	—	—	—	—	—	—	—	—

(continued.)

From	Halifax.			Leeds.			Manchester.			Penistone.			Preston.			Rochdale.			Saddleworth.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Bristol	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fleetwood	—	—	—	—	—	—	$50\frac{1}{2}$	8 0	$1\frac{1}{16}$	—	—	—	20	2 2	$1\frac{3}{10}$	52	11 0	$2\frac{1}{3}$	—	—	—
Grimsby	61	10 6	$2\frac{1}{16}$	70	7 6	$1\frac{1}{7}$	110	12 6	$1\frac{1}{2}$	—	—	—	—	—	—	100	11 6	$1\frac{1}{3}$	—	—	—
Gloucester	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hull	81	9 0	$1\frac{1}{3}$	56	7 6	$1\frac{1}{7}$	99	12 6	$1\frac{1}{4}$	89	10 11	$1\frac{1}{3}$	—	—	—	88	12 6	$1\frac{1}{4}$	80	12 6	$1\frac{1}{6}$
Hartlepool	67	9 0	$1\frac{1}{3}$	68	7 6	$1\frac{1}{3}$	103	12 6	$1\frac{9}{13}$	63	16 0	$3\frac{1}{31}$	—	—	—	138	12 6	$1\frac{1}{11}$	—	—	—
Liverpool	61	9 0	$1\frac{1}{3}$	79	10 0	$1\frac{1}{4}$	$31\frac{1}{2}$	8 0	$3\frac{7}{16}$	$63\frac{1}{2}$	16 0	$3\frac{1}{4}$	32	6 3	$2\frac{1}{3}$	$41\frac{1}{2}$	11 0	$3\frac{1}{2}$	44	12 6	$3\frac{3}{7}$
Newport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sunderland	—	—	—	—	—	—	161	12 6	$0\frac{7}{8}$	—	—	—	—	—	—	—	—	—	—	—	—

(continued.)

From	Sheffield.			Shrewsbury.			Staleybridge.			Todmorden.			Huddersfield.			Stockport.			Stoke.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Bristol	—	—	—	105	12 6	$1\frac{5}{16}$	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fleetwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grimsby	—	—	—	—	—	—	—	—	—	95	10 0	$1\frac{1}{2}$	—	—	—	121	12 6	$1\frac{1}{2}$	—	—	—
Gloucester	—	—	—	71	10 10	$1\frac{3}{7}$	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hull	70	7 0	$1\frac{1}{3}$	141	16 6	$1\frac{3}{8}$	110	12 6	$1\frac{4}{11}$	84	12 6	$1\frac{1}{2}$	70	9 2	$1\frac{1}{3}$	—	—	—	140	16 8	$1\frac{1}{2}$
Hartlepool	—	—	—	—	—	—	—	—	—	86	10 0	$1\frac{1}{3}$	—	—	—	—	—	—	—	—	—
Liverpool	70	11 0	$1\frac{1}{3}$	56	12 6	$2\frac{2}{15}$	40	10 0	3	50	13 0	$3\frac{1}{4}$	—	12 4	—	38	10 0	3	59	10 0	$3\frac{5}{13}$
Newport	—	—	—	75	10 0	$1\frac{5}{16}$	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sunderland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Deals from Hull to Manchester charged 2 tons 10 cwts. to the standard.
„ Liverpool „ „ 2 „ 15 „ „

Copied from and compared with returns furnished to the Liverpool Chamber of Commerce by persons engaged in the trade.

WILLIAM BLOOD,
Secretary to Town's Railway Committee.

Liverpool, March 22, 1865.

CHEMICALS.

RATES of CARRIAGE by RAIL to and from LIVERPOOL, as compared with other Places.

From	Bradford.			Halifax.			Hull.			Leeds.			Sheffield.			Wakefield.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Liverpool	70	15 0 & 20 0	$2\frac{57}{100}$	68	12 6	$2\frac{220}{100}$	130	15 0	$1\frac{336}{100}$	74	15 0	$2\frac{43}{100}$	—	—	—	71	15 0	$2\frac{53}{100}$
Newcastle-upon-Tyne	108	15 0	$1\frac{60}{100}$	114	15 0	$1\frac{57}{100}$	131	8 0	$0\frac{73}{100}$	98	13 4	$1\frac{63}{100}$	—	—	—	125	13 4	$1\frac{28}{100}$

Copied from and compared with returns furnished to the Liverpool Chamber of Commerce by the Trade.

Liverpool, March 22, 1865.

WILLIAM BLOOD,
Secretary to Town's Railway Committee.

SUGAR AND SUNDRIES.

RAILWAY RATES of CARRIAGE to and from LIVERPOOL, as compared with other Places.

From	Birmingham.			Burton.			Bradford.			Blackburn.			Dudley.			Dewsbury.			Leeds.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Bristol	94	12 1	$1\frac{1}{2}$	124	19 7	$1\frac{9}{10}$	221	26 3	$1\frac{1}{3}$	183	27 1	$1\frac{7}{9}$	110	15 10	$1\frac{4}{5}$	—	—	—	196	24 2	$1\frac{1}{2}$
Goole	—	—	—	—	—	—	$41\frac{1}{2}$	10 0	$2\frac{5}{6}$	—	—	—	—	—	—	—	—	—	40	7 6	$2\frac{1}{4}$
Greenock	—	—	—	—	—	—	—	—	—	200	20 0	$1\frac{1}{5}$	285	25 0	$1\frac{1}{19}$	—	—	—	216	25 0	$1\frac{1}{4}$
Glasgow	300	25 0	1	—	—	—	207	25 0	$1\frac{2}{5}$	—	—	—	286	25 0	$1\frac{1}{19}$	—	—	—	—	—	—
Hull	—	—	—	—	—	—	70	15 0	$2\frac{4}{7}$	105	25 0	$2\frac{3}{4}$	—	—	—	—	—	—	54	14 2	$3\frac{1}{7}$
Liverpool	97	16 8	2	90	19 2	$2\frac{5}{9}$	$73\frac{1}{2}$	17 6	$2\frac{5}{7}$	41	11 $10\frac{1}{2}$	$3\frac{2}{5}$	97	15 10	2	65	18 4	$3\frac{5}{16}$	77	20 0	$3\frac{1}{4}$
London	—	—	—	125	23 4	$2\frac{5}{6}$	208	23 4	$1\frac{1}{3}$	240	25 0	$1\frac{1}{3}$	—	—	—	—	—	—	186	22 6	$1\frac{5}{8}$

(*continued.*)

From	Manchester.			Preston.			Sheffield.			Stafford.			Stourbridge.			Worcester.			Wolverhampton.		
	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.	Miles.	Rate. Ton.	Rate. Mile.
		s. d.	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*		*s. d.*	*d.*
Bristol	178	22 1	$1\frac{1}{2}$	200	22 1	$1\frac{1}{4}$	180	17 6	$1\frac{1}{6}$	108	22 1	$2\frac{2}{9}$	110	15 0	$1\frac{4}{5}$	66	10 0	$1\frac{3}{4}$	92	17 1	$2\frac{2}{13}$
Goole	—	—	—	—	—	—	55	10 0	$1\frac{1}{6}$	—	—	—	—	—	—	—	—	—	—	—	—
Greenock	—	—	—	195	18 4	$1\frac{1}{8}$	247	27 6	$1\frac{1}{3}$	269	25 0	$1\frac{1}{9}$	300	30 0	$1\frac{1}{5}$	—	—	—	—	—	—
Glasgow	225	16 8	$\frac{3}{4}$	195	18 4	$1\frac{1}{8}$	294	27 6	$1\frac{1}{8}$	—	—	—	—	—	—	300	30 0	$1\frac{1}{5}$	286	25 0	$1\frac{1}{20}$
Hull	—	—	—	—	—	—	76	13 4	2	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool	31	9 0	$3\frac{1}{2}$	32	8 9	$3\frac{9}{32}$	73	20 0	$3\frac{1}{4}$	69	14 2	$2\frac{1}{2}$	97	16 8	2	100	16 8	2	85	14 2	2
London	—	—	—	211	27 6	$1\frac{1}{2}$	164	17 6	$1\frac{1}{3}$	134	25 0	$2\frac{1}{4}$	140	25 0	$2\frac{1}{7}$	—	—	—	—	—	—

Copied from and compared with returns furnished by persons in the several trades to the Liverpool Chamber of Commerce.

Liverpool, March 22, 1865.

WILLIAM BLOOD,
Secretary to Town's Railway Committee.

Appendix B.

Declared Real Value of the Total Exports from each of the following Ports.

(*Referred to by Mr. Charles Clark in his Answer to Question* 36.)

(Extracted from page 37 (No. 20) of the Annual Statement of the Trade and Navigation of the United Kingdom.)

	1863.
	£
Bristol - - -	341,674
Hull - - -	13,556,254
Hartlepool - -	1,543,715
Grimsby - -	4,234,508
Gloucester - -	46,839
London - - -	36,211,510
Liverpool - -	64,789,266

Appendix B*.

(*Referred to by Mr. Charles Clark in his Answer to Question* 82.)

Extracts from Act 8 & 9 Victoria, Cap. 198, entitled "An Act for consolidating the Bolton and Leigh, "the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway "Companies." (8th August 1845.)

Preamble.

Provided also, that nothing herein contained shall extend in any way to defeat, affect, or prejudice any rights, privileges, liberties, powers, easements, accommodations, or exemptions which under or by virtue of the said hereby repealed Acts or any of them are given, granted, continued, or reserved to or for the benefit of any persons or corporations whose estates, properties, or interests are, have been, or may be in anywise affected in or by the making or maintaining or otherwise on account of the railways, branches, and works by the same Acts respectively authorized to be made and maintained, or to which such persons or corporations are or may be, or but for the repeal of the said hereby repealed Acts would have been, otherwise entitled under or by virtue of the same Acts or any of them, but all such rights, privileges, liberties, powers, easements, accommodations, and exemptions shall be and they are hereby declared to be as valid and effectual as if the said hereby repealed Acts were not repealed; and such several persons and corporations shall be entitled to, and shall have, use, and enjoy the same rights, privileges, liberties, powers, easements, accommodations, and exemptions, or such and so many of them as immediately before the passing of this Act they were entitled to have, use, and enjoy as fully and effectually as if the said hereby repealed Acts had not been repealed, and shall and may have and be entitled to such or the like powers or remedies upon and against the Grand Junction Railway Company, for securing the possession, use, and enjoyment of such rights, privileges, liberties, easements, accommodations, and exemptions, as under the provisions of the said hereby repealed Acts they had or were or might have been entitled to against the said dissolved companies or any of them in case the said hereby repealed Acts had not been repealed; and all such penalties, damages, monies, costs, and expenses as, under the provisions of the said hereby repealed Acts or any of them, would or hereafter might have become payable to or recoverable by such persons or corporations as aforesaid of and from the said hereby dissolved companies or any of them in case the said Acts had not been repealed shall and may be payable by and recoverable from the Grand Junction Railway Company, in such manner and by such ways and means on the same are respectively made payable and recoverable under the provisions of the said hereby repealed Acts or any of them: Provided also, that nothing herein contained shall extend to affect or prejudice in any respect the rights of owners and occupiers of lands, mines, and minerals and other works, in and to any private branch railways, or other communications with the said Liverpool and Manchester, Bolton and Leigh, and Kenyon and Leigh Junction Railways, or any of them, whether made in pursuance of the powers and provisions contained in the said several hereby repealed Acts or any of them, or with the consent of owners and occupiers of lands, but that such several owners and occupiers of lands, mines, and minerals shall have, use, and enjoy the same rights and privileges in respect of such private branch railways and communications as immediately before the passing of this Act they respectively were entitled to have, use, or enjoy under or by virtue of the said hereby repealed Acts or any of them, and as fully and effectually in all respects as if the same had not been hereby repealed.

Clause Ten.

And with respect to the rates, tolls, and duties to be levied by the company in respect of the railways, branches, and works hereby vested in or authorized to be made and maintained by them, be it enacted, that the rates, tolls, and duties imposed by the said recited Acts under the provisions of which the Grand Junction Railway is herein-before mentioned to have been made, or any of them, shall not by reference be payable in respect of the railways, branches, and works hereby vested in or authorized to be made by the company, anything in this Act contained to the contrary in anywise notwithstanding; and that it shall be lawful for the company, to demand, take, recover, and receive for the use of the several railways, branches, and works hereby vested in or authorized to be made by the company, or any part or parts thereof, and for the drawing, propelling, and conveyance of goods, articles, matters, or things, passengers, cattle, or animals, upon the same railways or any part or parts thereof, the rates, tolls, and duties following; (that is to say,) in respect of the railways, branches, and works which immediately before the passing of this Act belonged, or if made would have belonged, to the Liverpool and Manchester Railway Company, the same rates, tolls, and duties as were authorized to be taken by the said recited Acts under or by virtue of which the Liverpool and Manchester Railway is herein-before mentioned to have been made; in respect of the railways, branches, and works which immediately before the passing of this Act belonged, or if made would have belonged, to the Bolton and Leigh Railway Company, and in respect of the Kenyon and Leigh Junction Railway, the same rates, tolls, and duties as were authorized to be taken by the said recited Acts under or by virtue of which the Bolton and Leigh Railway is herein-before mentioned to have been made; provided always, that the Company shall have such powers of altering the tolls and charges upon the whole or any particular portions of the Railways by this Act amalgamated as are given to companies under or by virtue of the Railways Clauses Consolidation Act, 1845.

APPENDIX C.

STATEMENT.

(Referred to by Mr. John Patterson in his Answer to Question 222.)

ASSOCIATION OF THE LIVERPOOL CORN TRADE.

IMPORTS and EXPORTS of BREADSTUFFS, and STOCKS held in LIVERPOOL, 1858, 1859, 1860, 1861, 1862, 1863, and 1864.

	Years.	Wheat.	Barley.	Malt.	Oats.	Beans.	Peas.	Rye.	Indian Corn.	Indian Corn Meal.	Oatmeal.	Flour.		Weight.
		Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Brls.	Loads. 240 lbs. each.	Sacks.	Barrels.	Tons.
Imports	1858	974,691	65,002	32,385	217,561	131,559	27,025	3,904	586,543	19	259,271	238,932	830,907	555,000
	1859	596,081	51,860	27,639	224,648	99,790	43,438	1,227	328,275	295	199,753	445,964	121,857	363,000
	1860	1,575,160	41,610	20,803	269,613	168,359	95,337	—	464,404	1,471	209,941	461,071	829,766	704,000
	1861	2,058,105	34,351	14,280	240,663	218,000	104,999	—	1,255,535	2,436	248,122	335,887	1,196,376	1,011,220
	1862	2,968,979	27,783	11,211	178,379	183,757	55,863	—	972,706	170	178,384	253,025	1,643,665	1,167,965
	1863	1,511,993	43,684	7,955	195,662	183,446	52,462	—	787,411	4,117	227,007	245,622	835,631	708,874
	1864	1,483,495	38,743	13,621	217,268	57,198	36,747	—	421,500	1,590	194,492	385,937	576,161	593,000
Exports	1858	104,584	3,433	5,411	69,978	10,058	589	—	204,438	762	4,390	102,745	124,462	92,000
	1859	50,440	4,958	7,539	47,048	5,200	1,760	—	85,422	350	10,743	86,342	40,221	56,000
	1860	205,505	3,936	8,079	6,381	11,749	11,559	—	207,957	1,808	10,002	113,664	52,525	117,000
	1861	464,241	3,128	3,257	2,253	12,307	12,339	8	437,175	890	3,550	150,716	195,828	208,748
	1862	363,593	3,705	4,103	4,184	19,233	3,712	—	481,964	1,051	4,663	127,306	143,747	218,650
	1863	325,349	5,214	11,463	12,952	10,199	2,108	—	450,714	777	7,168	111,264	91,449	197,000
	1864	323,524	259	12,515	12,007	2,001	1,684	—	44,539	110	3,090	125,583	85,999	107,000
Stocks	31st Dec. 1858	234,666	1,882	1,220	22,754	16,753	10,775	293	150,454	—	23,193	41,344	199,196	119,000
	„ 1859	286,964	2,489	1,692	26,118	21,846	11,223	6	185,442	—	21,990	108,176	115,191	140,000
	„ 1860	346,381	1,895	1,196	11,993	7,529	15,265	—	97,298	—	7,815	104,064	299,591	146,000
	„ 1861	305,206	2,433	4,448	16,812	31,189	3,652	—	365,035	—	26,807	56,854	145,118	179,000
	„ 1862	795,888	6,487	2,127	19,282	21,761	9,282	—	293,890	—	19,055	137,255	280,473	291,500
	„ 1863	366,112	4,662	2,334	24,277	20,074	6,666	—	191,322	—	46,039	84,930	138,408	159,000
	„ 1864	618,026	8,150	2,266	26,546	4,912	4,332	—	169,766	—	47,305	106,746	128,169	208,000

The above figures indicate that the corn trade, which, in 1860, was the largest trade in Liverpool, had, in 1861 and 1862, increased 50 per cent., and its contribution to dock revenue, which was about equal to 90,000*l.* in 1860, amounted in 1862 to about 150,000*l.*; and for the four years ending 31st December 1864, it will be found the largest trade in Liverpool in tons weight, and also as regards the income of the port. It is now, however, exposed to much greater competition from the rapidly extending system of directing cargoes of grain to ports of call for orders to discharge at any safe port in the United Kingdom.

In February 1864 a table of rates charged for grain upon railways and by canal from Liverpool to places in the interior, and also from other ports, was prepared by the Association of the Liverpool Corn Trade. Since then no substantial change has been made, but as it has been revised by the goods manager of the London and North-western Railway, it is now re-issued in a similar form, with the emendations so made. It has since transpired that not only are "through rates" arranged from continental and other ports, by which important reductions from the printed rates are allowed (especially upon French flour at Goole, &c.), but by an extension of this system to the Irish traffic, goods are even carried through Liverpool at a cheaper rate than is available to the Liverpool trader; thus, in some measure, redressing the injustice to carriers to Liverpool, but increasing such to the Liverpool factor. It is submitted that it the carriage to Manchester was 5*s.* per ton instead of 8*s.* 4*d.*, arrangements for a preferential bonus of 2*s.* 6*d.* o 3*s.* 6*d.*, as at present, would not be so readily made. It s further to be borne in mind, that the railways carrying from Goole, Hartlepool, Fleetwood, &c., not only charge lower rates, but load goods direct from ship, and so obviate cartage and porterage. Apart, however, from these private and somewhat obscure arrangements, the avowed charges disclose many inequalities. For example,—

				s.	d.	
Fleetwood	to Manchester	-	50 miles -	7	4	per ton.
Liverpool	to „	-	32 „ -	8	4*	„
London	to Birmingham	-	111 „ -	11	4†	„
Liverpool	to „	-	98 „ -	12	6	„
Bristol	to „	-	90 „ -	8	10	„
Cardiff	to „	-	109 „ -	9	6	„
Gloucester	to „	-	53 „ -	5	6	„
„	to Derby	-	99 „ -	7	6	„
Liverpool	to „	-	92 „ -	15	0	„
„	to Burton-on-Trent		87 „ -	15	0	„
Gloucester	to „		88 „ -	7	1	„

The result of inquiries induced the belief that the cost of terminal charges at Liverpool and Manchester, which was greatly insisted upon by present carriers, was much exaggerated, and an opportunity having presented itself upon the examination of Captain Huish before a Committee of the House of Commons, the estimate of the corn trade of 2*s.* per ton for terminals was pronounced by him to be "ample," it is again presented as the basis of a table, graduated to distance as follows (terminals, 2*s.*, being a constant quantity).

* See note upon next page.

† Nominally 13*s.* 10*d.*, including lighterage and cartage.

TARIFF of RATES of RAILWAY CARRIAGE of GRAIN proposed by the ASSOCIATION of the LIVERPOOL CORN TRADE, from STATION to STATION. Warehouse Accommodation, after a reasonable Time for Removal, to be charged for, and actual Weight to be, in all cases, charged for.

	s.	d.		s.	d.		s.	d.
Distances under 6 miles as 6 miles - - -	1	0	and	2	0	terminals =	3	0
Under 12 miles, 1½d. per ton per mile, but not exceeding	1	3	„	2	0	„	3	3
„ 24 „ 1¼d. „ „ „	2	3	„	2	0	„	4	3
„ 48 „ 1⅛d. „ „ „	4	0	„	2	0	„	6	0
„ 96 „ 1d. „ „ „	7	0	„	2	0	„	9	0
96 miles and upwards, ¾d. „ „								

RATES of RAILWAY CARRIAGE, existing and proposed.

From	To	Distance. Miles.	Present Rate.	2s. per Ton off. Rate per Mile Nett.	Remarks.	Proposed Rate.
			s. d.			s. d.
Liverpool - - -	Manchester - -	32	8 4	$2\frac{37}{100}$	Recently reduced. (*See* Note.)	5 0
Do. - - -	Bury - - -	34	8 4	$2\frac{35}{100}$		5 2¼
Do. - - -	Bolton - - -	28	8 4	$2\frac{71}{100}$		4 7½
Do. - - -	Preston - - -	28	6 3	$1\frac{85}{100}$	Water conveyance coastwise competes.	4 7½
Do. - - -	Rochdale - -	41	8 10	2	11*s.* 4*d.* charged to others than millers.	5 10
Do. - - -	Todmorden - -	40	9 10	$2\frac{35}{100}$	14*s.* 4*d.* do. do.	5 9
Do. - - -	Wakefield - -	71	11 8	$1\frac{63}{100}$		7 11
Do. - - -	Derby - - -	95	15 0	$1\frac{64}{100}$		9 0
*Do. - - -	Sheffield - - -	74	12 6	$1\frac{70}{100}$	Is really 15*s.* (*See* Note.)	8 2
Do. - - -	Leeds - - -	74	11 8	$1\frac{50}{100}$		8 2
Do. - - -	Birmingham - -	98	12 6	$1\frac{28}{100}$		9 2
Hull - - -	Manchester - -	82	12 6	$1\frac{50}{100}$		8 10
Do. - - -	Leeds - - -	54	6 8	1		6 6
Do. - - -	Wakefield - -	50	6 8	$1\frac{12}{100}$		6 2
Goole - - -	Do. - - -	27	5 10	$1\frac{70}{100}$	Continental steamers carry at through rates much under the regular tariff rates for steamer and rail, sinking harbour dues, cartage, &c.	4 6½
Do. - - -	Leeds - - -	37	5 5	$1\frac{10}{100}$		5 5½
Do. - - -	Rochdale - -	64	8 10	$1\frac{28}{100}$		7 4
Do. - - -	Todmorden - -	55	8 11	$1\frac{50}{100}$		6 7
Do. - - -	Manchester - -	74	11 3	$1\frac{50}{100}$		8 2
Morecambe - -	Leeds - - -	68	11 8	$1\frac{70}{100}$		7 8
Do. - - -	Manchester - -	56	8 4	$1\frac{36}{100}$		6 8
Fleetwood - -	Do. - - -	50	7 4	$1\frac{35}{100}$	Irish steamers owned or subsidised by railways carry at through rates under tariff, sinking dues, porterage, &c.	6 2
Do. - - -	Bolton - - -	40	8 4	$1\frac{90}{100}$		5 9
Do. - - -	Leeds - - -	80	11 8	$1\frac{95}{100}$		8 8
West Hartlepool -	Manchester - -	113	12 6	$1\frac{13}{100}$		10 3
Do. - - -	Leeds - - -	72	6 8	$1\frac{78}{100}$	*See* Goole and Hull.	8 0
Do. - - -	Birmingham - -	187	13 4	$0\frac{72}{100}$		15 8
Bristol - - -	Do. - - -	90	8 10	$0\frac{91}{100}$		9 0
Gloucester - -	Do. - - -	53	5 6	$0\frac{80}{100}$		6 5
Cardiff - - -	Do. - - -	109	9 6	$0\frac{82}{100}$		9 11½
London - - -	Do. - - -	111	13 10	$1\frac{38}{100}$	Which includes 2*s.* 6*d.* lighterage, &c., in London, and is 11*s.* 4*d.* nett.	10 1
Do - - -	Manchester - -	187	18 4	$1\frac{07}{100}$		15 8
Grimsby - - -	Do. - - -	111	12 6	$1\frac{13}{100}$		10 1
Do. - - -	Birmingham - -	135	13 4	1	*See* Goole and Hull.	11 10
Hull - - -	Do. - - -	135	13 4	1		11 10

So much of this statement as is included between braces has been submitted by me to the revision of Mr. Mason, of the London and North-western Railway Company, and has received his corrections.—J. PATTERSON.

* The rate was originally printed 15*s.*, but, following Mr. Mason's correction, was altered to 12*s.* 6*d.*, but a Sheffield corn dealer having complained of 15*s.* as a rate excluding that town from Liverpool, it has been ascertained that 15*s.* is actually charged.—J.P.

NOTE.—From Liverpool all goods are charged upon exact weight; from east coast ports weight is in many cases computed from measure to the advantage of the owner of goods 5 to 15 per cent.

The London and North-western Railway Company have intimated a reduction from this date upon grain to Manchester, if removed immediately, of 1*s.* 8*d.* per ton, say = 6*s.* 8*d.*

Liverpool, January 2, 1865.

Appendix D.

STATEMENT.

(Referred to by Mr. Hilton Halhead in his Answer to Question 426.)

Table showing the Railway Carriage Rates from Liverpool, as compared with other Places.

	Bacup.		Birmingham.		Bury.		Burton-on-Trent.		Derby.		Manchester.		Penistone.	
	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.
		s. d.		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*
Liverpool - -	54	12 0	90	13 6	34½	8 4	90	15 0	92	13 4	31½	8 0	63½	16 0
Fleetwood - -	50	12 0	126	—	46	8 4	—	—	—	—	50½	8 0	—	—
Hull - - -	107½	13 6	134	14 2	95	12 6	122	9 8	111	9 2	99	12 6	89	10 10
Hartlepool - -	130	13 6	—	14 2	90½	12 6	154	10 10	—	10 4	103	12 6	—	—
Bristol - - -	—	—	94	10 0	195	18 4	125	12 0	136	11 4	—	—	—	—
Gloucester - -	—	—	56½	6 6	158	16 0	87	7 0	99	8 0	—	—	—	—
Sunderland - -	145	13 6	208	14 2	148	12 6	—	10 10	—	—	—	12 6	—	—
Great Grimsby - -	—	—	—	—	—	—	—	—	94	9 2	110	12 6	—	—

(continued.)

	Rochdale.		Saddleworth.		Sheffield.		Shrewsbury.		Staleybridge.		Todmorden.	
	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.
		s. d.		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*
Liverpool - - - -	41½	11 0	44	12 6	70	11 0	56	12 6	40	10 0	50	13 0
Fleetwood - - - -	52	11 0	—	—	—	—	—	—	—	—	—	—
Hull - - - - -	88	12 6	80	12 6	70	7 0	141	16 6	110	12 6	84	12 6
Hartlepool - - - -	138	12 6	—	—	—	8 4	—	16 6	—	12 6	—	—
Bristol - - - -	—	—	—	—	—	—	105	12 6	—	—	—	—
Gloucester - - - -	—	—	—	—	—	—	71	10 10	—	—	—	—
Sunderland - - - -	—	12 6	—	—	—	—	—	—	—	—	—	—
Great Grimsby - - -	—	—	—	—	—	—	—	—	—	—	—	—

	ton.	cwt.	
Deals from Hull to Manchester charged - - - -	2	10	per standard.
„ Liverpool „ „ - - - -	2	15	„

Appendix E.

Memorial of Birmingham Corn Merchants.

To the Royal Commissioners on Railways, &c., House of Lords, S.W.

The undersigned persons, being largely interested in the corn and grain trade, venture to call attention to the importance of low rates of carriage for grain between the various seaports and the inland districts.

They find in this district great inequality in the charges, and in some cases the rates are so high as to be almost prohibitive. By a recent combination of the railways and canals, the greater part of the grain carried to Birmingham has been charged at an increase of 15 per cent., and has seriously interfered with the trade.

Parliament having given a practical monopoly to Railway Companies, it is extremely desirable that a periodical revision of rates should take place, and thus ensure reductions proportionate to the increase of traffic.

John & Edwd. Evans, Aston Brook Mill.
Robert Evans, Duddeston Mill.
Isaac Kempson, Birmingham.
Thos. Holmes & Sons.
Davenport & Son.
W. H. Pridmore, Birmingham.
Jas. Baines, Birmingham.
Thos. Cattell, Birmingham.
W. Dingley, Hamstend Mill.
Geo. Phillips, Birmingham.
Chas. Daage, Worcester.
Webb & Luddett, Birmingham.
William King, Birmingham.
William Rea, pro Viner, & Rea, Birmingham.
Watson, Todd, & Watson, Midland Mill.
W. Pigott Smith, Birmingham, for New Union Mill Co.
Henry Fincher, Birmingham.

Appendix F.

Proposal of Judge Longfield on the Subject of Railway Reform.

(Referred to in his Answers to Questions 2932–5, 2936.)

The following plan is proposed as fitted to carry out the wishes of the public without injustice to the proprietors of railway shares. Let an experiment be tried on any great network of railways, for instance, on the great lines which connect the south of Ireland and the cities of Cork, Limerick, and Waterford with Dublin. Those lines belong to two companies, viz., The Great Southern and Western, and the Waterford and Limerick Railway Companies. Let the State guarantee to those companies for 10 years the profit which they are likely to make under the present system, say 4½ per cent. for the Great Southern and Western, and 1 per cent. for the Waterford and Limerick Company.

In return for this, the Government is to have the right to appoint one director on each board, who is to be called the Official Director. He is to have the right to sit and vote on every board and committee, to inspect all the books and accounts, and to receive such information as he requires from all the officers of the company.

After consultation with the board of directors and the chief officers of the company, the official director is to have the absolute right to settle the tariff of fares to be charged for passengers and goods, and the times, and number, and speed of trains. The profits are to be applied, in the first place, to indemnify the State against the dividend which it guarantees to the railway proprietors, and if there should be any surplus, one half ought to be paid into the Consolidated Fund, and the other half distributed as dividend among the shareholders. If the increased accommodations provided for the public under this arrangement should create the necessity of building new stations, engines, or carriages, or of incurring any other expense that ought to be charged to the capital account of the company, the Treasury is to have the power of making the advances necessary for the purpose, and to receive interest on such advances at the rate of 4 per cent., before any of the profits beyond the guaranteed dividend shall be distributed among the shareholders. At the expiration of the 10 years of the guarantee it shall be left to the Board of Trade to determine what proportion of such advances shall be repaid by the company, and the certificate of the Board shall be sufficient authority to the company to increase its capital accordingly by the issue of new shares or bonds. If the official director shall be of opinion that there is anything in the expenditure of the company, or in its mode of keeping its accounts injurious to the interests of the public, or tending to reduce its profits and increase the burden of the guarantee, the question is to be left to the decision of the Board of Trade. The advantages of the proposed arrangement are, 1st, That it does not add materially to the patronage of the Government. No new office is to be created except that of official director, to which of course a competent salary must be attached. 2nd. The interests of the travelling and commercial public are protected, since the official director will have the power of ordering as much accommodation, and fixing as low a rate of charge as the Government may from time to time think proper to direct. 3rd. No injustice is done to the railway companies on whose lines the experiment is to be made, as they are guaranteed against any loss which might arise from the experiment. 4th. As the official director will necessarily acquire an intimate knowledge of all the details of railway management, and its receipts and expenses, he can order such reduction of fares and alteration of trains as will produce a benefit to the public far exceeding the expense which the guarantee will impose on the State.

It may be objected that this plan is a partial one, calculated to confer a benefit only on those parts of Ireland through which the railways flow that are the subject of the experiment. This is undoubtedly true to some extent, but it is not an essential part of the plan that the experiment should be confined to one network of railways. On the contrary, there is no difficulty in extending it to every railway in Ireland, although if the Government wishes to proceed cautiously it may try the experiment on a more limited scale. If it succeeds, it will at once become general. If the sanguine expectations of those who call for railway reform should be realized, and reduction of rates be followed by increased profits, there can be no doubt that the example will be readily followed by all other railways. I am not, however, very confident of this result. A more probable result may be that there will be a small loss, bearing no proportion to the benefits conferred upon the public. In this event the experiment would be substantially successful, and the Government would have no hesitation in making similar arrangements with all other railway companies. Whatever may be the result, the nation will have the materials to enable it to decide whether it will procure the benefits of reduced fares and increased accommodation by paying the price which is necessary in order to procure them with justice.

Something like the above plan, although it may vary in details, seems to be the only course by which any great reform in railway management can be effected without injustice.

The principal facts are admitted by all parties. The railway companies have undertaken to make certain railways subject to conditions as to trains and fares imposed on them by various Acts of Parliament. The companies have fulfilled those conditions, and it is admitted that the country has derived immense advantages from the railways, although it is alleged that those advantages are not so great as they might have been if the railways had been differently managed. On the other hand, the railway companies have not made any extraordinary profits. Their profits are in fact less than the ordinary return to capital invested in any other trade. It would therefore be unjust to introduce any changes to reduce the profits of those who have already lost by the compact under which the railways were constructed, in order to increase the advantages given to those who have been exclusively gainers by the transaction. The public say to the companies, "Reduce your fares, and increase the "accommodation you give us, and you will find that the "traffic will increase so much that you will gain instead of "losing by the change." The companies reply, "We are "by no means sure of that, and therefore we do not wish to "try the experiment, but as you say that you are confident "that it will succeed, and as in any case you will gain con-"siderably by it, you ought to run the risk which you "think is so small."

This appears unanswerable, the public which is to profit by the experiment ought to encounter the risk: and the only point to be considered is, how to do this at the least expense.

It will also be the duty of the official director to take care that the reduction of fares shall be made in such a manner as not to interfere unduly with rival modes of conveyance, such as canal companies, or even other railway companies, if the experiment be partially made.

I believe that the experiment ought to be gradually and cautiously made, because it is impossible beforehand to form a reasonable conjecture of the effects which a considerable reduction of their rates may have upon railway companies.

Some of the calculations that I have seen are very wild. Thus one ingenious writer assumes that the rates through the United Kingdom may be reduced to one-third of their present amount, and that this would probably double the traffic without increasing the working expenses, and that the loss of net income might be estimated at five millions a year.

Now, taking the entire traffic of the United Kingdom to be at present 36 millions a year, which is a fair approximation to the truth, it is a matter of easy arithmetical demonstration that the annual loss on the above suppositions will be 12 instead of five millions.

It is also, I think, clear that the traffic of most railways cannot be doubled without a considerable increase in the working expenses. In the case of goods, the load is practically limited by the worst gradient on the line. This limit has been already reached in many instances; and, in such cases, if the traffic be increased, the working expenses must be increased in nearly the same proportion.

As to the passenger trains, when the number of passengers by any train exceeds the average of 70 for the whole distance (which implies that there will be a considerably greater number over particular parts and on special occasions), it is generally found to be more convenient to the public and to the railway company to meet additional traffic by putting on an additional train, instead of crowding the passengers into the trains already existing. The consequence is, that, whether the annual gross receipts of a railway be 1,000*l.* or 4,000*l.* per mile, the proportion of the working expenses to the gross receipts is found to be about the same. The proportion is generally between 40 and 50 per cent., and depends on the nature of the traffic, the rates, the gradients, and the state of the permanent way.

The modes proposed of avoiding or diminishing the loss of five millions (which ought to be computed at 12 millions) are, I think, fallacious. One is, that the saving by amalgamation of railways is calculated, or rather guessed, at two millions. To judge of the correctness of this guess, it is enough to observe that every penny of expense on each train mile is about equivalent to a total annual expense of half a million. Thus a total saving of two millions a year will imply a saving of 4*d.* per mile; and, on examining the items which compose the working expenses, it appears impossible that a mere amalgamation could cause a reduction of 4*d.*

On the most important items, and on the largest lines, it would have no influence whatever.

Another mode suggested of saving the loss is, that the State can borrow money on better terms than the railways. This seems an illusory source of profit. People are satisfied with less interest from the State because the security is better, and the transaction is not subject to any stamps. But it is not a legitimate financial transaction for the State to borrow money at low interest in order to lend it at higher interest on imperfect security, and no calculation of the profit of the proceeding is sound which leaves the insecurity entirely out of the question, especially when that insecurity is about to be increased by an experiment.

So far as the low rate of interest is caused by the exemption from stamp duty, the State cannot have much profit, for it loses nearly as much by the exemption as it gains by the low rate of interest.

It is probable that an issue of Government stock, to the value of the railways of the United Kingdom, would lower the funds more than 15 per cent. There is a limit to the number of persons who are willing to accept the low rate of interest in consideration of the other advantages which the funds possess, and it is clear that railway shareholders are chiefly persons who, to the extent at least of their shares, prefer the higher, although less secure, income derived from railways to the lower and more certain dividends from the funds.

I have made the above observations, not as an argument against the reduction of railway fares, but in order that it may be made with a full knowledge of its effects. I believe that no considerable reduction can be made without a loss which will not be covered by increased traffic for several years. I believe that the loss must fall upon the national finances chiefly, and that the expedients proposed to prevent the loss are illusory, and that ample compensation will be found in the increased wealth of the country consequent upon the reduction. The gain to the customers of the railways will necessarily be far more than the loss of net income to the railways. The latter will be equal to the reduction of charges on the old traffic, minus the profit on the increase of traffic; the gain will be the reduction on the old traffic, plus half the reduction on the new traffic. The indirect advantages of a reduction are probably still greater, but they cannot be made the subject of calculation.

I beg leave respectfully to submit these remarks to the members of the Royal Commission on Railways.

W. Longfield.

47, Fitzwilliam Square, Dublin,
May 1865.

Appendix G.

Letters from Mr. Wm. Oxlade of York.

(Alluded to in his Answer to Q. 1919.)

Gentlemen, York, 14th March 1865.

May I beg permission to lay before you the following facts concerning railway management.

The North-eastern Railway extends upwards of one thousand miles, and I find the charges are not made in accordance with the Company's Act of Parliament, but a system is adopted, by which a much higher rate is imposed, and the public are compelled to pay these charges.

For example, from Darlington to York, a distance of 44¼ miles, for limestone materials for the repair of roads, and all sorts of manure, the Directors order 8*s.* 4*d.* per ton to be charged; the Act of Parliament says for these articles not more than 3*s.* 9*d.* per ton shall be charged.

For iron ore, hoop iron, sheet iron, all sorts of wrought iron, lead ore, and tiles, the Directors order 8*s.* 4*d.* per ton to be charged; the Act of Parliament says not more than 5*s.* 7*d.* per ton shall be charged for carriage of these articles 44¼ miles.

For sugar in bags and casks, dyewoods, earthenware, and nails, the directors order 15*s.* 4*d.* per ton to be charged; the Act of Parliament says, for these articles, not more than 7*s.* 5*d.* per ton shall be charged for 44¼ miles.

For bark, hemp, sugar in lumps, the Directors order 16*s.* 8*d.* per ton to be charged; the Act of Parliament says not more than 11*s.* 2*d.* per ton shall be charged for carriage of these articles for 44¼ miles.

For furniture at the owner's risk, the Directors order 26*s.* 8*d.* per ton to be charged; the Act of Parliament says not more than 11*s.* 2*d.* per ton shall be charged for 44¼ miles.

For agricultural produce, such as hay, straw, flax, and teazles, the Directors order 26*s.* 8*d.* per ton to be charged, the Act of Parliament says not more than 11*s.* 2*d.* per ton shall be charged for the carriage of these articles 44¼ miles.

By these figures the public can find the charges they pay, and compare them with the charges they ought to pay.

The same system of charges is maintained at all the stations, and must be understood to be the rate of charges made for the carriage from station to station only, and does not include any carting.

It also appears these charges have been imposed and obtained for several years, and if an objection is raised, the officers have orders to refuse to carry and refuse to receive any less rate.

The carriage of coals is made a private agreement between the Railway Company and a few colliery owners. Under this agreement a high rate of charge for carriage is obtained and imposed upon the public to obtain these excessive charges. The Railway Company insist, and by their rule the colliery owners are required to consign all the coals to the Railway Company's agent; this agent sells the coal by retail at the railway station, and he has orders from the Railway Company to obtain the money before he supplies the coals. The public are not allowed to have any coals until they pay 40 per cent. per ton overcharge. The monopoly is completed at the railway station by converting the unloading facility into places of deposit and letting them to the favoured collieries; the owners of these collieries divide with the Railway Company the unfair profits obtained by monopoly, in consideration of their assistance the Railway Company allow the colliery owners a long credit in the leading charges. The money is obtained from the public in hard cash, and after deducting the pit price of the coals a payment is made to the Railway Company by the colliery owners acceptance. This unfair system of railway management destroys competition and the public are compelled to pay 40 per cent. per ton overcharge.

I have, &c.

To the Royal Commissioners on Railways. William Oxlade.

P.S. If any colliery owner refuses to assist in the unfair dealings then the Railway Company stop his trade by refusing to forward his traffic.

Wm. Oxlade.

Gentlemen, York, 14th March 1865.

In January 1864 I caused an application to be made to the Court of Common Pleas under the 2d Section of an Act of Parliament, called the Railway and Canal Traffic Act 1854, which says it is the duty of all Railway Companies to make arrangements for receiving and forwarding all the traffic without *undue and unreasonable* delay, and without *undue and unreasonable partiality*. The application was made upon an affidavit, and my counsel, Mr. Manisty, Q.C., read from my affidavit as follows:

"That in pursuance of a contract 16 trucks containing "coals, consigned to Mr. Oxlade were on the 4th day of "November 1863 tendered and delivered at Ferry Hill "Junction to the North-eastern Railway Company to for-"ward to Mr. Oxlade at Bedale, Leyburn, Richmond, and "York. The said trucks were in all respects fitted for the "purpose, no objection was made to the trucks nor to the "money tendered, and the said Railway Company had for "years passed, conveyed, and still convey coals for several "other persons from the said Ferry Hill Junction in "trucks similar in all respects to Mr. Oxlade's trucks. "And the Railway Company have daily since the 4th day

" of November 1863 conveyed trucks of coals from the " said Ferry Hill Junction to Bedale, Leyburn, Richmond, " and York, and have left Mr. Oxlade's trucks behind, " causing great loss, inconvenience, and damage. The " said trucks and their contents then were Mr. Oxlade's " property, and Mr. Oxlade then produced to the General " Manager of the Railway the sum of 50 pounds in Bank " of England Notes and requested him to take the Com- " pany's charge whatever it might be for forwarding the " said trucks as aforesaid. The General Manager of the " Railway then refused to accept the money or to make " arrangements for forwarding the said trucks, and refused " to give any information when they would be forwarded."

The Counsel for the Railway Company, Mr. Mellish, Q.C., read from affidavit sworn by the General Manager of the Railway, and in this affidavit he said he refused to forward Mr. Oxlade's traffic because it was against the interest of the Railway Company to do so.

Lord Chief Justice Erle gave judgment and said: " The " application was made under a Statute known as Card- " well's Act, and by that Statute this Court was required " to decide what was '*undue and unreasonable*,' and this " Court is of opinion that Mr. Oxlade has no right to " require the Railway Company to do that which is sworn " to be against the interest of the Railway Company, in the " opinion of this Court it is *undue and unreasonable* to re- " quire a Railway Company to do that which is against " their interest. We discharge the Rule with costs."

Against this judgment there is no appeal. I therefore humbly pray that you will not sit unconcerned while the liberty of the subject is invaded. And in conclusion I humbly pray that you will use your powerful influence to secure justice and bring this statute again before Parliament for amendment, or that you will cause the words "*undue and unreasonable*" to be struck out or construed with a fair and honourable regard to the interest of the public, and that the word "may" shall be struck out of the statute and substitute the word "shall," or that you will make such amendment as will secure justice and fair dealing to all.

I have, &c.

To the Royal Commissioners on Railways. WILLIAM OXLADE.

P.S.—I beg to say the North-eastern Railway managers claim a right to pick and choose their customers, and to centralize the traffic in coals into the hands of two or three agents giving them every facility and accommodation; and they are converting the unloading facility into places of deposit, and letting the same to favoured persons, and by refusing to carry and selecting their customers, they are creating a gigantic monopoly and compelling the public to pay from 2*s.* to 4*s.* per ton more for coals than the proper price.

W. OXLADE.

APPENDIX H.

LETTER and ENCLOSURE sent by the COMMISSION to various CHAMBERS of COMMERCE, and other PUBLIC BODIES in the UNITED KINGDOM.

ROYAL COMMISSION ON RAILWAYS.

House of Lords,
Westminster, S.W., 1865.

SIR,

I AM directed to forward you the enclosed summary of Her Majesty's commands to this Commission, and to ask whether you are desirous of offering evidence on any of the subjects referred to therein.

If so, I shall be obliged by your sending me the names of the witnesses who propose to come before the Commission, and a short statement of the general nature of the evidence they would give.

I am, &c.
WILLIAM POLE, Secretary.

ROYAL COMMISSION ON RAILWAYS, 1865.

COMMISSIONERS:—

His Grace the Duke of Devonshire, K.G., F.R.S., Chairman.
The Right Hon. the Earl of Donoughmore.
The Right Hon. Lord Stanley, M.P., F.R.S.
The Hon. E. F. Leveson Gower, M.P.
The Right Hon. Robert Lowe, M.P.
Sir Rowland Hill, K.C.B., F.R.S..
J. A. Roebuck, Esq., M.P.
T. B. Horsfall, Esq., M.P.
Robert Dalglish, Esq., M.P.
Geo. Carr Glyn, Esq., M.P.
A. S. Ayrton, Esq., M.P.
Capt. Douglas Galton, R.E., F.R.S.
E. T. Hamilton, Esq.
J. R. M'Clean, Esq., Pres. Inst. C.E.
WILLIAM POLE, F.R.S., Secretary.

Five Commissioners to form a Quorum.

House of Lords,
Westminster, S.W., March, 1865.

SUMMARY OF HER MAJESTY'S COMMANDS TO THE COMMISSION.

1. To inquire into the *charges* now and heretofore made by the railway companies of Great Britain and Ireland, for the conveyance of passengers, parcels, goods, minerals, animals, agricultural products, and other merchandise.

2. And into the *equality* or *difference* of such charges under similar circumstances, whether as between different companies, or by the same company in different cases; and whether there are any special circumstances which render necessary such inequality or difference.

3. And into the actual *costs* of such conveyance.

4. To compare such costs and charges with those (relatively to the accommodation and service) on *Foreign Railways.*

5. To report whether (with a due regard to the progressive extension of the railway system) it would be practicable, by any changes in the law;

a. To effect a more convenient *interchange of traffic* between the several systems of railways; and

b. More economical arrangements for the working of railways; so as to make any considerable *reduction* in the *costs* of conveyance;

c. And in the *charges* to the public;

d. And to secure more effectually the *safe, expeditious, punctual* and *cheap transit* of passengers and merchandise;

e. With as near an approach as may be to *uniformity of charge*, and *equality of treatment* for all persons under similar circumstances.

APPENDIX K.

MEMORIAL from the LIVERPOOL CHAMBER OF COMMERCE, addressed to the Right Hon. the PRESIDENT OF THE BOARD OF TRADE, and referred to this COMMISSION.

Chamber of Commerce, Liverpool,
21st January 1865.

SIR,

I AM directed by the Council of the Liverpool Chamber of Commerce respectfully to ask your attention to the excessive and unequal rates levied by the Railway Companies on the traffic to and from Liverpool, as compared with the rates charged for the carriage of the same goods, for equal distances, to and from other ports.

During the past two Sessions of Parliament, Mr. Horsfall has endeavoured to obtain from the Companies returns showing the rates charged on the traffic from Liverpool and the other ports respectively; but though these returns were ordered by the House of Commons, they have not yet been presented by the Companies principally concerned.

Sufficient facts, however, have been collected to show that the traffic of Liverpool is burdened with charges far in excess of those imposed on that of other ports. The table of rates compiled by the Corn Trade Association completely establishes this conclusion; and the injury which such excessive charges inflict is not confined to any one branch of trade, but is felt with peculiar severity by all who deal in goods of which the value is small in proportion to the weight.

Special reference is made to the table of the Corn Trade Association, not because this trade is worse treated than other trades, but because this table has been submitted to a meeeting of the Railway Directors, and having been revised by the goods manager of the London and North-western Railway Company, has acquired in some measure an official sanction.

These considerations have an important bearing on the interests of that portion of the national traffic which flows through the port of Liverpool.

The trade of Liverpool is essentially a transit trade. The imports into Liverpool are for the most part not consumed in it, but are distributed mainly by Railways over the country.

The exports are, for the most part, not contributed by Liverpool, but are sent here for shipment from Yorkshire, Staffordshire, Lancashire, and other places.

It is clear that a system which obstructs the inland carriage of goods to and from Liverpool, by the imposition of heavy tolls, must tend to drive the trade to other places more favourably treated, and thus must curtail the prosperity of the port.

This is no idle fear. Already, in consequence of these differential charges, a considerable amount of traffic has been diverted from Liverpool, to the injury alike of the individual trader and of the port.

Nor is this the only fear. The extra charges are so imposed as to force the traffic out of its natural channels, and enable the Companies to offer a bounty to divert it into channels through which it would not otherwise flow. The fact is, that the traffic to and from Liverpool frequently overtasks the means provided for its accommodation, and the Companies, instead of affording increased accommodation for the increased traffic, endeavour to divert the traffic by exacting excessive rates.

The result of this policy is, that consumers of imports, and producers of exports, in the great and populous district of which Liverpool is the natural maritime centre, are burdened with a tax, and restricted in their trade, in order that unprofitable extensions in other directions may be made to pay.

Such a system is an injustice to the consumer and an injury to the trade, and it is respectfully submitted for your consideration, whether it is not a departure from those principles of public policy on which all concessions to Railway Companies are based.

It cannot be contended that there are any peculiar expenses connected with the carriage of goods to and from Liverpool, as contrasted with other places, which justify the extra charges. The traffic is not only large, but, allowing for the fluctuations in trade, which affect all ports equally, it is remarkably regular; the outward traffic usually balances the inward, thus securing for the trucks a full load both ways; and whilst they do not ask for any special advantages, the Council think it is not unreasonable to demand that Liverpool shall be placed in a position, as regards railway carriage, at least as favourable as that of any other port.

It is the intention of the Railway Companies to apply to Parliament in the ensuing Session for additional powers affecting the Liverpool traffic; and the Council earnestly hope that Her Majesty's Government will use the means and influence at its command to compel the adoption by the Companies of a more equitable scale of rates, as the indispensable preliminary to any addition of powers.

I beg to enclose the table of rates compiled by the Corn Trade Association, to which reference is made above.

I have, &c.

The Right Honourable T. Milner Gibson, M.P., President of the Committee of Her Majesty's Privy Council for Trade.

(Signed) HENRY GRAINGER.

ASSOCIATION OF THE LIVERPOOL CORN TRADE.

IMPORTS and EXPORTS of BREADSTUFFS and STOCKS held in LIVERPOOL, 1858, 1859, 1860, 1861, 1862, 1863, and 1864.

	Years	Wheat, qrs.	Barley, qrs.	Malt. qrs.	Oats. qrs.	Beans, qrs.	Peas, qrs.	Rye, qrs.	In Corn, qrs.	I. C. Ml. brls.	Oatmeal, loads, 240 lbs. ea.	Flour. Sacks.	Flour. Barrels.	Weight, tons.
IMPORTS	1858	974,691	65,002	32,385	217,561	131,559	27,025	3,904	586,543	19	259,271	238,932	830,907	555,000
	1859	596,081	51,360	27,639	224,618	99,790	43,128	1,227	328,275	295	199,753	445,904	121,857	363,000
	1860	1,575,160	41,610	20,803	269,613	168,359	95,337	—	464,494	1,471	209,941	461,071	829,766	704,000
	1861	2,058,105	34,351	14,280	240,663	218,000	104,999	—	1,255,535	2,436	248,122	335,887	1,196,376	1,011,220
	1862	2,968,979	27,783	11,211	178,379	183,757	55,863	—	972,796	170	178,384	253,025	1,643,665	1,167,965
	1863	1,511,993	43,684	7,955	195,662	183,446	52,462	—	787,411	—	227,007	245,622	835,631	708 874
	1864	—	—	—	—	—	—	—	—	—	—	—	—	—
EXPORTS	1858	104,584	3,463	5,411	69,978	10,058	589	—	204,438	762	4,390	102,745	124,462	92,000
	1859	56,440	4,958	7,539	47,048	5,200	1,760	—	85,422	350	10,743	86,342	40,221	56,000
	1860	205,505	3,936	8,079	6,381	11,749	11,559	—	267,057	1,308	10,002	113,654	52,525	117,000
	1861	464,241	3,128	3,257	2,253	12,397	12,339	8	437,175	890	3,550	150,716	195,828	208,748
	1862	363,593	3,705	4,403	4,184	19,233	3,712	—	481,964	1,051	4,663	127,306	143,747	218,650
	1863	325,349	5,214	11,463	12,952	10,199	2,108	—	450,744	—	7,168	111,264	91,449	197,000
	1864	—	—	—	—	—	—	—	—	—	—	—	—	—
STOCKS 31st Dec.	1858	234,666	1,882	1,220	22,754	16,753	10,775	293	150,454	—	23,193	41,344	199,196	119,000
"	1859	286,964	2,489	1,692	26,118	21,846	11,223	6	185,442	—	21,990	108,176	115,191	140,000
"	1860	346,381	1,895	1,196	11,993	7,529	15,265	—	97,298	—	7,815	104,064	299,591	146,000
"	1861	305,206	2,433	4,448	16,812	31,189	3,652	—	365,035	—	26,807	56,854	145,118	179,000
"	1862	795,888	6,487	2,127	19,282	21,761	9,282	—	293,890	—	19,055	137,255	280,473	291,500
"	1863	366,112	4,662	2,334	24,277	20,074	6,666	—	191,322	—	46,039	84,930	138,408	159,000
"	1864	—	—	—	—	—	—	—	—	—	—	—	—	—

The above figures indicate that the corn trade, which in 1860 was the largest trade in Liverpool, had in 1861 and 1862 increased 50 per cent., and its contribution to dock revenue, which was about equal to 90,000*l.* in 1860, amounted in 1862 to about 150,000*l.*; and for the four years ending 31st December 1864, it will be found the largest trade in Liverpool in tons weight, and also as regards the income of the port. It is now, however, exposed to much greater competition from the rapidly extending system of directing cargoes of grain to ports of call for orders to discharge at any safe port in the United Kingdom.

In February 1864 a table of rates charged for grain upon railways, and by canal from Liverpool to places in the interior, and also from other ports, was prepared by the Association of the Liverpool Corn Trade. Since then no substantial change has been made, but as it has been revised by the goods manager of the London and North-

western Railway, it is now re-issued in a similar form, with the emendations so made. It has since transpired that not only are "through rates" arranged from continental and other ports, by which important reductions from the printed rates are allowed (especially upon French flour at Goole, &c.), but by an extension of this system to the Irish traffic, goods are even carried through Liverpool at a cheaper rate than is available to the Liverpool trader; thus, in some measure redressing the injustice to carriers to Liverpool, but increasing such to the Liverpool factor. It is submitted that if the carriage to Manchester was 5*s.* per ton, instead of 8*s.* 4*d.*, arrangements for a preferential bonus of 2*s.* 6*d.* to 3*s.* 6*d.*, as at present, would not be so readily made. It is further to be borne in mind, that the railways carrying from Goole, Hartlepool, Fleetwood, &c., not only charge lower rates, but load goods direct from ship, and so obviate cartage and porterage. Apart, however, from these private and somewhat obscure arrangements, the avowed charges disclose many inequalities; for example,—

		s.	d.
Fleetwood to Manchester	50 miles	7	4
Liverpool to „	32 „	8	4
London to Birmingham (nominally 13*s.* 10*d.*, including lighterage and cartage)	111 „	11	4
Liverpool to Birmingham	98 „	12	6
Bristol to „	90 „	8	10
Cardiff to „	109 „	9	6
Gloucester to „	53 „	5	6
Gloucester to Derby	96 miles	7	0
Liverpool to „	95 „	15	0
Do. to Burton-on-Trent			
Gloucester to „			

The result of inquiries induced the belief that the cost of terminal charges at Liverpool and Manchester, which was greatly insisted upon by present carriers, was much exaggerated, and an opportunity having presented itself upon the examination of Captain Huish before a Committee of the House of Commons, the Estimate of the Corn Trade at 2*s.* per ton for terminals was pronounced by him to be "ample;" it is again presented as the basis of a table, graduated to distance as follows (terminal 2*s.*, being a constant quantity).

Tariff of Rates of Railway Carriage of Grain proposed by the Association of the Liverpool Corn Trade from Station to Station. Warehouse accommodation, after a reasonable time for removal, to be charged for, and actual weight to be, in all cases, charged for.

Distances under 6 miles, as 6 miles	1/0, and 2/0 terminals =	3/0		
Under 12 miles, 1½*d.* per ton per mile, but not exceeding	1/3	„	„	3/3
Under 24 miles 1¼*d.*	„ 2/3	„	„	4/3
„ 48 „ 1⅛*d.*	„ 4/0	„	„	6/0
„ 96 „ 1*d.*	„ 7/0	„	„	9/0
96 miles and upwards, ⅞*d.*				

RATES of RAILWAY CARRIAGE existing and proposed.

From	To	Distance, Miles.	Present Rate.	2*s.* per Ton off, Rate per Mile, net.	Remarks.	Proposed Rate.
			s. *d.*			*s.* *d.*
Liverpool	Manchester	32	8 4	$2\frac{37}{100}$		5 0
Ditto	Bury	34	8 4	$2\frac{33}{100}$		5 2¼
Ditto	Bolton	28	8 4	$2\frac{71}{100}$		4 7½
Ditto	Preston	28	6 3	$1\frac{83}{100}$	Water conveyance coastwise competes.	4 7½
Ditto	Rochdale	41	8 10	2	11*s.* 4*d.* charged to others than millers.	5 10
Ditto	Todmorden	40	9 10	$2\frac{35}{100}$	14*s.* 4*d.* charged to others than millers.	5 9
Ditto	Wakefield	71	11 8	$1\frac{89}{100}$		7 11
Ditto	Derby	95	15 0	$1\frac{64}{100}$		9 0
Ditto	Sheffield	74	12 6	$1\frac{70}{100}$		8 2
Ditto	Leeds	74	11 8	$1\frac{56}{100}$		8 2
Ditto	Birmingham	98	12 6	$1\frac{28}{100}$		9 2
Hull	Manchester	82	12 6	$1\frac{53}{100}$		8 10
Ditto	Leeds	54	6 8	1		6 6
Ditto	Wakefield	50	6 8	$1\frac{12}{100}$	Continental steamers carry at through rates much under the regular tariff rates for steamer and rail, sinking harbour dues, cartage, &c.	6 2
Goole	Ditto	27	5 10	$1\frac{70}{100}$		4 6½
Ditto	Leeds	37	5 5	$1\frac{10}{100}$		5 5½
Ditto	Rochdale	64	8 10	$1\frac{28}{100}$		7 4
Ditto	Todmorden	55	8 11	$1\frac{50}{100}$		6 7
Ditto	Manchester	74	11 3	$1\frac{60}{100}$		8 2
Morcambe	Leeds	68	11 8	$1\frac{70}{100}$		7 8
Ditto	Manchester	56	8 4	$1\frac{36}{100}$	Irish steamers owned or subsidised by railways carry at through rates under tariff, sinking dues, porterage, &c.	6 8
Fleetwood	Ditto	50	7 4	$1\frac{28}{100}$		6 2
Ditto	Bolton	40	8 4	$1\frac{90}{100}$		5 9
Ditto	Leeds	80	11 8	$1\frac{95}{100}$		8 8
West Hartlepool	Manchester	113	12 6	$1\frac{12}{100}$		10 3
Ditto	Leeds	72	6 8	$1\frac{78}{100}$	See Goole and Hull.	8 0
Ditto	Birmingham	187	13 4	$0\frac{77}{100}$		15 8
Bristol	Ditto	90	8 10	$0\frac{91}{100}$		9 0
Gloucester	Ditto	53	5 6	$0\frac{80}{100}$		6 5
Cardiff	Ditto	109	9 6	$0\frac{83}{100}$		9 11½
London	Ditto	111	13 10	$1\frac{21}{100}$	Which includes 2*s.* 6*d.* lighterage, &c. in London, and is 11*s.* 4*d.* nett.	10 1
Ditto	Manchester	187	18 4	$1\frac{68}{100}$		15 8
Grimsby	Ditto	111	12 6	$1\frac{13}{100}$		10 1
Ditto	Birmingham	135	13 4	1	See Goole and Hull.	11 10
Hull	Ditto	135	13 4	1		11 10

NOTE.—From Liverpool all goods are charged upon exact weight; from East Coast Ports weight is, in many cases, computed from measure, to the advantage of the owner of goods 5 to 15 per cent.

Liverpool, December 1864.

APPENDIX L.

RESOLUTION of the ASSOCIATION of CHAMBERS of COMMERCE of the UNITED KINGDOM.

Presented by Deputation to the Right Hon. the President of the Board of Trade, and referred to this Commission.

At a Meeting of the Association of Chambers of Commerce of the United Kingdom, at Westminster, on Tuesday, February 21st, 1865,

IT WAS RESOLVED,

THAT the present mode of charging the rates on goods traffic by railway is unequal and unjust, not being regulated by the exigencies of trade, but generally by the ability to combine which exists among the leading companies, and which operates prejudicially, not only upon the trade of inland towns (where competition by shipping is impossible) but upon some of the most important manufacturing interests of the country.

That a deputation from this association wait upon the Right Honourable the President of the Board of Trade, and the Right Honourable the Chancellor of the Exchequer, for the purpose of urging the necessity of an inquiry, either by a royal commission or by a parliamentary committee, into the mode of fixing charges upon goods conveyed by railways, and generally into the working of the railway system in connexion with trade.

APPENDIX M.

(*Translation.*)

MEMORANDA on BELGIAN RAILWAYS.

(*Communicated by one of the Commissioners, and referred to by M. Fassiaux in answer to Question* 3059.)

1. To what extent are the railways the property of the Government?

Up to the 31st December 1863 the railways worked in Belgium extended over 2,011,759[a] metres.

The State works 748,606[b] metres, of which it has itself constructed 559,885[c] metres, which are its exclusive property.

189,721[d] metres have been constructed by private companies and are worked by the State, on condition of a certain portion of the receipts being ceded to the said companies.

The State has besides constructed a length of line amounting to 10,220[e] metres, which it has ceded to a company who have undertaken to extend the line, in consideration of a premium or subsidy, on account of the small importance attached to the future proceeds of such line.

The lease of lines, the construction of which has been granted to private companies, (which lines may be worked either by the State or by the companies themselves,) is generally limited to 90 years, at the expiration of which term the Government takes the place of the companies in all their rights of proprietorship, &c.

In addition, the specification of the leases stipulate that the land required for the construction of the railway and its accessories shall be acquired in the name of the State.

The general state of things may, therefore, be thus described, viz.:—

1. The railways constructed and worked by the State belong to it without reserve, and the State derives the profit or suffers the loss (as the case may be), resulting from such working.

2. The railways constructed by private companies, and worked by the State, are likewise the property of the State, and the proportion of receipts paid over to the companies must be regarded as their remuneration for the work of construction executed by them.

3. The railways constructed as well as worked by private companies may also be regarded as fundamentally the property of the State; the State surrendering, for a definite period, the profit of such lines to the companies, on condition of their providing for the proper maintenance of the lines, and also bearing the whole cost of working, after completing the construction of them.

2. How was the land obtained on which the Government railways have been made?

According to the law in force in Belgium, the land necessary for the formation of railways has been acquired in pursuance of Royal decrees, which direct the compulsory sale of such land for the public good.

In consequence of these decrees the Government has placed itself in communication with the owners of the land, of which it has taken possession in legal form, in those cases in which the Government and the owners have been agreed as to the price and condition of sale.

But when there has been disagreement on these points, that is to say, when claims believed to be exorbitant have been put forward, the matter in dispute has been settled by the courts of law.

Some lands have been ceded to the Government gratuitously.

3. Was more than the market value of the land given?

The explanations which will be given in answer to question 4 will show that it is extremely difficult to give a reply to this question.

4. How was the price of the land determined?

So far as regards the land on which the railway itself is constructed, the basis on which the offers of payment to the owners have usually been founded has been the prices obtained by public sale at the nearest date, for the neighbouring land under analogous conditions. In default of these means of valuation, reference has been made, by mutual consent, to skilled arbitrators or valuers, whose valuation could be relied upon as representing the market value of the land.

But it has frequently happened that various considerations have tended to enhance the claims of landowners, such, for instance, as the depreciation in the value of the land remaining after the compulsory sale of so much as was required for the construction of the railway, difficulties in cultivating pieces of land severed by the railway which previously were undivided, &c. In such cases, more especially, the claims of the landowners have often been exorbitant and reference has had to be made to the courts of law, which have given their decision after hearing the opinions of arbitrators or valuers appointed by themselves.

The purchase of land necessary for the construction of stations and the buildings connected therewith has led to expenses proportionately much larger, and has given rise to much greater difficulties. Generally speaking, the establishment of a station or a stopping place at any point whatever of a railway immediately gives to the adjoining land an increased value, and the claims of the landowners increase more than proportionately.

The purchase of the land in these cases also has been effected partly by agreement and partly by appeals to the courts of law. In some few cases, however, the land has been ceded to the State gratuitously.

As a matter of course, the Government has had to pay, besides the price of the land, compensations, more or less, for the loss of crops, of profits arising from manufacturing works, &c.

5. What has been the cost of the permanent ways?

The construction of the permanent way, properly so called, of the lines constructed by the State had cost, up to December 31, 1863, the sum of 133,477,400 francs[a], distributed in the following manner:—

	Frs.	c.	£
Price of land, compensation for crops, cost of purchase, &c.[b]	26,578,239	60	[b] 1,063,1
Legal expenses[c]	668,487	68	[c] 26,7
Earthworks, works of art, and laying the permanent way[d]	67,068,586	44	[d] 2,682,7
Materials — sleepers[e]	7,075,254	05	[e] 283,0
Materials — rails and fittings[f]	30,471,880	38	[f] 1,218,8
Fencing, planting, &c.[g]	192,606	07	[g] 7,7
Management up to time of opening[h]	277,101	04	[h] 11,0
Total	132,332,155	26	5,293,2

[a] About 5,339,000

These expenses distributed over the lines constructed by

852 miles.
9,301*l.*
1,093 yards.

£
862,195

248,138

1,110,333

1,515*l.*
436*l.*
1,951*l.*

31 to 37 miles.

£
5,293,284

1,110,333

6,403,617

352 miles.
1,093 yards.
11,252*l.*

the State, viz., 569[a] kilometres, 105 metres, give a sum of 232,526[b] francs, 79 centimes per kilometre.[c]

6. What has been the expense of constructing the stations?

	Frs.	c.
Up to December 31, 1863, a total sum of had been expended on the lines made by the State for the construction of stations, including workshops, warehouses, &c.	[d]21,554,885	28
And for station fittings (switches, platforms, paving, &c.) - - -	[e]6,203,446	28
Total - - -	[f]27,758,331	56

These figures represent respectively an expense per kilometre of

[g]37,875 frs. 5 centimes.
[h]10,900 „ 35 „
[i]48,775 „ 40 „

7. Was the work done by public competition?

All the works of art, bridges, viaducts, station buildings, &c., were executed by public competition, by means of tenders for contracts at a lump sum.

The construction of the line has been effected partly in the same manner, each contract comprising all the earthworks, cuttings, and embankments, embraced in a section of from [k]50 *to* 60 *kilometres.*

With regard to the other parts of the railway, the works have been done by competition, not for a lump sum, but on a schedule of prices, according to which the work is measured up when executed, and paid for according to the quantities in cubic metres of earthworks, cuttings, embankments, &c. This mode of procedure has been adopted, owing to the necessity of pushing on the work with a celerity which rendered it impossible to prepare, previous to the letting of the contracts, those specific plans and estimates, which are indispensable in the case of contracts for a lump sum.

Certain works which have been executed after the working of the railway has commenced, and which have still to be executed occasionally for the completion or maintenance of a line, are undertaken by day-work, that is to say, by workmen belonging to the Company, and under the direction of the company's officers; this mode does not admit of public competition, and applies chiefly to works which require the employment of men accustomed to that particular labour, such, for instance, as laying down the sleepers, rails, &c., the construction of second lines of rails or sidings, fixing turntables, &c. The men employed on these works have substitutes provided for their ordinary work, and their wages are charged to the capital account, whilst as long as they are employed on their ordinary work, they are paid out of the ordinary working expenses.

It is understood, that the materials, (sleepers, rails, &c.,) required for works of this kind, are provided by the usual public competition for such supplies.

8. What has proved to be the cost, on an average, of each kilometre of permanent way, including the cost of stations?

	Frs.	c.
The answers given in reply to questions 5 and 6, show a total expense for permanent way of[l] - - -	132,332,155	26
For the construction of stations, and station fittings[m] - - -	27,758,331	56
The addition of these sums gives a total of[n] - - - - -	160,090,486	82

That is to say, that for the 569 *kilometres,* 105 *metres*[o] of railway constructed by the State up to the 31st December 1863, an average expense per *kilometre*[p] of 281,302 *frs.,* 19 *cents.,*[q] has been incurred for the entire formation of the Railway, including stations, station fittings, &c.

9. At what expense has the floating capital been procured?

The floating capital, by which must be understood the total of the sums destined to provide for all the requirements of the working, does not occasion any expense either in the case of the railways worked by the State, or of those worked by private companies.

In the case of the former, these sums form part of the ordinary estimate or budget of the department of public works, which budget is voted annually by the Legislature, and sanctioned by the King. This course is prescribed by the law regulating the accounts of the State, which law, amongst other things, prevents the Government from incurring any expenses which are not thus voted, and specially prohibits the application of any part of the receipts to meet any expenditure whatever.

The same law does not regulate the accounts of private companies, who simply draw upon their receipts for the expenses of working.

10. Does the Government work the railways or do private companies?

The answer to question 1, shows that, up to the 31st December 1863, of the 2,011 *kilometres,* 759 *metres*[a] of railway lines existing in Belgium, 748 *kilometres,* 606 *metres*[b] were worked by the State, 1,263 *kilometres,* 153 *metres*[c] were worked by private companies, and that under the first head are comprised 189 *kilometres,* 721 *metres*[d] of lines constructed by private companies, whilst under the second head are comprised 10 *kilometres,* 220 *metres*[e] of line constructed by the State, but ceded afterwards to private companies who have extended the lines.

[a] 1,247 miles.
[b] 464 miles.
[c] 782 miles.
[d] 117 miles.
[e] 6⅓ miles.

So that the working of Belgian railways embraces almost every possible system, viz.:—

1. Construction and working by the State.
2. Construction by a private company and working by the State.
3. Construction and working by a private company, in some cases with a guarantee by the State of a minimum dividend on the capital invested in construction,—in other cases without such guarantee, according as the working of the line promises to be more or less profitable.

The working by the State of lines constructed by itself, is decidedly, up to the present date, the most considerable, as compared with the number of miles worked by any one private company.

11. If the latter, (that is to say, in the case of railways worked by private companies,) does the Government grant leases to these companies, and is the work performed satisfactorily?

The railways, the construction and working of which have been left to private companies, are conceded to such companies in pursuance of law, and form the subject of agreements and specified conditions, embracing stipulations as regards both construction and working.

These documents constitute a sort of contract or lease, and specify the obligations as well as the rights of the lessees; in other words, the conditions on which the State accords to such lessees the right of working the lines to their own profit, for a specified period.

The duration of these leases is usually 90 years.

In those cases in which the construction only of a railway is conceded to a private company, the agreement and specifications determine everything that relates to the formation of the railway, as well as the conditions on which the State will undertake the working of the line. In these cases also, as well as in those previously mentioned, the agreement has reference to a specified period.

12. Are there any clauses in the leases, giving to the Government special privileges with regard to the conveyance of troops, mails, &c.?

The conditions and specifications stipulate—

1. That soldiers on duty shall be conveyed at half-price.

2. That if the Government shall desire to forward troops or military stores to any particular point on the railway, the company shall be bound to place at its disposal all the means of transport in their power at half the ordinary toll or tariff.

3. That whenever the State shall require a special train to be sent, whether by night or by day, the company shall be bound at once to comply with such requisition, the payment for such train to be settled afterwards.

4. That the company shall be bound to send, on demand, by their ordinary trains, prison vans, and that the officers, warders, and police accompanying such vans shall be carried free.

5. That the company shall be bound to convey, without charge, by all ordinary trains, in both directions, over the whole extent of the railway, travelling post office, bags of letters, and the officers employed on the postal service. In addition, the Government can require the establishment of one train a day, in each direction, at specified hours.

13. Are there any clauses imposing penalties in case of accidents or great neglect, and requiring certain precautions to be taken?

There are no clauses providing specially for cases of accident, or for penalties consequent upon them.

But, according to the specified conditions, the general laws and regulations in existence at the period when the lease comes into operation, or enacted subsequently as applicable to the Government control of railways, are by

law applicable to all lines leased, and the laws and regulations themselves provide for legal proceedings in case of accidents arising from neglect, or inattention to the rules laid down by the State.

In those cases in which the lessees interrupt or neglect the working of the line in whole or in part, the Government is empowered to work the line on the company's behalf and account, making use for that purpose of the rolling stock and all other necessaries for working the same as if the line belonged to the State.

And if, during the three months of such provisional official working, the receipts do not amount to a certain specified limit, the company is deprived of all its rights.

In addition, the lessees are bound to submit to the Government before commencing the working of any part of the line, their working regulations, embracing all the orders and arrangements necessary for the efficient and safe conduct of the traffic. After approval or modification by the Government, these working regulations are strictly binding on the company.

14. By whose authority are the tariffs both for passengers and goods fixed?

In a certain number of the specifications a maximum limit is fixed for the different tariffs. The lessees are at liberty to charge anything below such tariff, but they are not allowed to exceed it.

The specifications in the most recent leases stipulate that the tariff of charges on the line leased shall be on the same basis as the state tariffs, and that any modifications of the State tariffs shall be applicable to the tariffs of the line leased. In this case also the charges of the lessees may be below these limits, which are considered as maximum charges.

It follows, that in the leases regulated by the first of the above specifications, the companies are at liberty to maintain their tariffs at the extreme limit, even although such limit may be higher than the tariff in force on the State lines; whilst in the last-named cases the companies are obliged to lower their maximum limit whenever the State reduces its limits.

In both cases it is the Government which, with the approval of the Legislature, determines the charges which cannot be exceeded, and which decides that the companies can reduce their charges, it being an invariable condition that the charges shall be uniform, without any favour or prejudice, and on condition of the previous assent of the Minister of Public Works.

As regards the lines worked by the State, the tariffs are determined by law only as regards the conveyance of passengers and luggage. Another law leaves provisionally to the Government the power of fixing the charge for all other articles conveyed (goods, bullion, &c.).

15. What are the general charges for conveyance, (say for 100 kilometres), of a passenger in each class of carriages and for various kinds of goods, including coal?

The tariffs for passengers on lines worked by the State is fixed as follows:—

		fr. c.		fr. c.
Express trains	1st class	0 10	per kil.,[a] with min. charge of	1 0
	2nd „	0 075	„ „	0 50
Ordinary trains	1st class	0 08	„ „	0 80
	2nd „	0 06	„ „	0 30
	3rd „	0 04	„ „	0 20

The tariff for luggage is 6 centimes per kilometre and per 100 *kilogrammes*,[b] with a minimum charge of 50 centimes. Every passenger is allowed to convey free 25 *kilogrammes*[c] of luggage,* as well as any articles which can be placed under the seats of the carriage, without inconvenience to the passengers.

Goods are conveyed at the following charges:

In the first instance all articles conveyed are divided into three classes.

1st. Small packages or post parcels (tariff No. 1), under 10 *kilogrammes*,[d] and above that weight at the request of the sender.

2nd. Light goods or coach parcels from 10 *to* 300 *kilogrammes*[e] (tariff No. 2), unless the sender shall have especially required them to be sent under tariffs 1 or 3.

3rd. Heavy or carriers goods (tariff No. 3) divided into four classes.

Tariff No. 1.

Uniform charge for all distances, 50 centimes for packages of 2 kilogrammes[f] and under.

Uniform charge for all distances, 75 centimes for packages above[g] 2 kilogrammes and up to 5 kilogrammes.

Uniform charge for all distances, 1 franc for packages above[h] 5 kilogrammes and up to 10 kilogrammes.

Uniform charges for all distances 10 centimes per kilogramme,[a] (with a minimum charge of 1 franc), for every package above 10 kilogrammes, whenever the sender expresses a desire that the package shall be sent under this tariff.

Tariff No. 2.

001 centimes per 5 *kilometres*[b] and per 10 *kilogrammes*,[c] in addition to a fixed charge of 05 centimes per 10 kilogrammes, with a minimum total charge of 1 franc.

These charges (for tariffs 1 and 2) include all incidental expenses, *except collection*, for which an additional charge is made when such collection is required, at the rate of 15 centimes per 1,000 *kilogrammes*.[d]

(N.B.—This tariff, which is the subject of much complaint, will be shortly modified.)

Tariff No. 3.

The charges under this tariff consist of a fixed charge of 1 franc uniform for all distances, and of a variable charge, the amount of which is determined in the following manner.

1*st Class.* 50 centimes per 5 *kilometres*.[e] In addition to the fixed charge of 1 franc a minimum charge of 30 centimes per 5 kilometres is made for distances from 20 *kilometres*[f] to 60 *kilometres*.[g]

Beyond this distance an increased charge is made at the rate of 25 centimes per 5 kilometres, and this charge corresponds with that of 500 *kilogrammes*,[h] calculated at the ordinary rate, with the addition of the cost of loading and unloading, which is not included in the said ordinary rate.

2*nd Class.* 40 centimes per 5 kilometres up to 150 *kilometres*.[i] Beyond this distance, the increase is not more than 10 centimes per 5 kilometres.

The minimum charge is fixed at the rate of one complete charge for 4,000 *kilogrammes*.[k]

3*rd Class.* 30 centimes per 5 kilometres up to 150 *kilometres*,[l] and 5 centimes above.

The minimum charge is at the rate of one complete charge for 5,000 *kilogrammes*.[m]

4*th Class.* 20 centimes per 5 kilometres up to 150 kilometres, and 5 centimes above.

The minimum is the same as for 3rd class.

The above charges indicate the rate per 1,000 *kilogrammes*,[n] (except as regards the minimum charges of the 1st class.)

These charges do not include the following incidental expenses, viz.:

	frs. c.
Booking, for each despatch (compulsory) -	0 20
Collection per 100 *kilogrammes*[o] (optional) -	0 15
Delivery „ „ -	0 20
Loading and unloading (conditional) - -	0 10
Notice of arrival, for goods left to be called for (compulsory) - - - -	0 10

From the above it will be seen that the charges per 100 *kilometres*[p] are as follows:—

PASSENGERS.	fr. c.
Express trains, 1st class - - -	10 0
„ 2nd „ - - -	7 50
Ordinary trains, 1st class - - -	8 0
„ 2nd „ - - -	6 1
„ 3rd „ - - -	4 0
100 *kilogrammes*[q] of luggage - -	6 0

GOODS.

Tariff No. 1. The charge is uniform for all distances.

	fr. c.
Tariff No. 2, 55 *kilogrammes*[r] (charged as 60) -	1 50
Tariff No. 3, 1st class, 1,000 *kilogrammes*[s] -	11 0
„ 2nd „ „ - -	7 50
„ 3rd „ „ - -	5 75
„ 4th „ „ - -	4 0

In addition to the incidental charges mentioned above.

COALS are carried at the charges named in tariff No. 3, 4th class.

Those coals which are intended to be exported by sea are charged at the rate of 15 centimes per ton, (1,000 kilogrammes[t]) and per five kilometres, the charge made in no case exceeding what would be the ordinary charge under tariff No. 3, class 4.

Lastly, a reduction of 25 centimes per ton of the charges under tariff No. 3 in each of the four classes is made to those senders who undertake to send daily during a period of at least six months, one or more truck-loads between any two stations.

BULLION.

For the conveyance of bullion a charge is made, whatever the distance, at the rate of 25 centimes per 1,000 *francs*,[u] with a minimum charge of 50 centimes.

* This statement is incorrect. See Evidence, Question 3140.

[a] 2·2 lbs.
[b] About 3 miles.
[c] 22 lbs.
[d] 220 lbs.
[e] About miles.
[f] 12½ mil
[g] 37½ mil
[h] About lbs.
[i] About miles.
[k] About 8 lbs.
[l] About 9 miles.
[m] About 1 lbs.
[n] 2,200 lb
[o] 220 lbs.
[p] About miles.
[q] 220 lbs
[r] 121 lbs.
[s] 2,200 lb
[t] 2,200 lb
[u] 40*l*.

CARRIAGES.

A fixed charge of six francs in addition to a charge of three francs per league, per carriage. This charge is the same as that of tariff No. 3, class 1, calculated for 6,000 *kilogrammes*.[a] 13,200 lbs.

HORSES AND CATTLE.

By quick trains.—A variable charge at the rate of two francs per truck, and per five *kilometres*,[b] in addition to a fixed charge of six francs, making in all 46 francs per 100 *kilometres*.[c]

[b] About 3⅛ miles.
[c] About 62½ miles.

By slow trains.—First class (one horse, one or two oxen, cows or donkeys, one to five pigs or calves, one to ten sheep) 60 centimes per league, in addition to a fixed charge of three francs, making for 100 kilometres, 15 francs.

Second class (two horses, three or four oxen, cows or donkeys, six to 10 pigs or calves, 11 to 20 sheep) 90 centimes per league, in addition to a fixed charge of four francs, 50 centimes, making for 100 kilometres, 22 francs, 50 centimes.

Third class (three horses, one truck of larger or small cattle,) one franc, 20 centimes per league, in addition to a fixed charge of six francs, making for 100 kilometres 30 francs.

16. If the railways be worked by private companies, what is the general dividend which these companies receive?

The dividend divided amongst the shareholders of railways worked by private companies is drawn from the profits of the undertaking, or from the excess of receipts over disbursements, and the amount of course varies according to such excess.

The numerous companies existing in Belgium, and the different results of their working, render it impossible to reply categorically to the above question.

It may be stated, however, that the most favourable result of the operations of private companies gives an interest of 5·60 per cent. on the capital expended in construction, whilst the working by the state produces 6·81 per cent. on the same capital. Nearly the whole of the lines granted to private companies produces less than three per cent., and only three above that amount.

17. If the railways be worked by the Government, and be wholly their property, what has been the whole outlay, and what interest does this outlay yield?

So far as regards the lines worked by the State, the capital embarked up to 31st December 1863 in the construction of the lines amounted to a total of 210,253,193 francs 6 centimes,[d] and the result of the working showed an interest of 6·81 per cent. on this capital. [d] 8,410,128*l*.

This expense would be reduced to 209,096,103 francs 25 centimes[e] by deducting a sum of 1,157,089 francs 81 centimes[f] expended in the construction of a line which is not yet finished. This adjustment of the account raises to 6·828 per cent. the interest on the captal embarked in lines actually at work. [e] 8,363,844*l*. [f] 8,628*3l*.

18. If the land and the permanent ways and stations belong to the Government, what has been the expense under each head, what interest does this outlay produce, and how is that interest procured?

The following is the division of the cost of the first formation of the lines constructed by the State in accordance with the question asked above.

	frs.	c.	£
Price of land, compensation for loss of crops, &c.	26,578,239	60	1,063,129
Legal expenses	668,487	68	26,739
Earthworks, works of art, and laying the permanent way	67,068,586	44	2,682,743
Materials for sleepers, rails, and fittings	37,547,134	43	1,501,885
Fencing, planting, &c.	192,606	07	7,704
Management up to time of opening	277,101	14	11,084
Construction of stations and station buildings, &c. — frs. 21,554,885 c. 28			
Station fittings, switches, platforms, paving, &c. — 6,203,446 28	27,758,331	56	1,110,332
To this sum should be added,—			
1st. The expense incurred by the State for the completion, renewal, or extension of lines constructed by private companies and worked by the Government, viz.:—			
For land, permanent ways, &c. — frs. 1,225,365 c. 73			
For stations, &c. — 583,944 51	1,809,310	24	72,372
2nd. General expenses, staff, surveys, office expenses, &c., say	5,240,456	62	209,618
3rd. Cost of rolling stock, locomotives, carriages, &c., say	41,955,849	57	1,678,234
Total	209,096,103	25	8,363,840

Being the same amount as is shown in the reply to question No. 17. But it would be impossible to indicate, except by a subdivision of the interest named in question No. 17, viz., 6·828 per cent., the proportion of interest applicable to each of the items forming the total of the above-mentioned cost of construction.

19. Does experience show the expediency of the railways belonging to the Government?

The experience obtained in Belgium of the working by the State of at least a portion of the railways existing in that country, is entirely in favour of that system.

The results indicated in reply to the preceding questions are proof of the above statement in a financial point of view, and notwithstanding this superior financial result, the lines worked by the State are those kept in the best order, and the working of which gives the greatest satisfaction to the commercial world and the public in general, as regards regularity of conveyance, cheapness of transit, and the comfort of travellers.

The State not being solely guided by the prospect of financial gain, but having constantly in view the interest of the public which it represents, is in a better position than private companies to introduce all desirable improvements, not only as regards the efficient performance of the service, but also as respects the cost of conveyance, without, however, altogether disregarding the increase of revenue which its operations may bring into the public treasury.

The State railways thus find themselves placed in constant comparison with the railways worked by private companies, on the one hand stimulating them to general improvements, and on the other hand acting as a sort of check against any attempt to realize extravagant profits at the cost of the public.

APPENDIX N.

STATEMENT laid before the CHAMBER of REPRESENTATIVES at BRUSSELS, on the 7th MARCH 1865, concerning the TARIFF for PASSENGERS and LUGGAGE on the RAILWAYS of the STATE.

(*Translated, for the Commission, from a Brussels Journal.*)

GENTLEMEN,

THE object of the law project which I have the honour to submit to your deliberations is to authorize the Government to regulate, temporarily, by administrative measures, the tariff for passengers and luggage on the railways of the State.

In asking these powers, the Government are actuated by one idea alone,—to introduce successive reforms into this tariff by means of prudently attempted experiments, and improvements graduated so as, on the one hand, to render the railway more accessible to the public, and on the other, not to compromise the financial state of that institution.

Indeed, Gentlemen, if it were possible to extemporise a complete system of reform, if it were possible to provide against the serious financial miscalculations which might be the consequence of general and radical measures, the Government would not hesitate to submit a complete project to your deliberations. But except a few partial experiments, such as excursion trains, return tickets, season tickets, there exists no precedent in any extensive scale of working.

The scale of charges for passengers is everywhere based on an equal kilometrical rate, a foundation which seems neither rational, since it presumes the kilometrical equality of working expenses; nor commercial, since it produces an increase of fare which, beyond the natural obstacles opposed by distance to changes of place (*déplacements*), adds a kind of tax that renders travelling onerous, if not impossible, to the inferior and even to the middle classes of society.

The reforms successively introduced by Government in the tariff of goods have met with the assent of the country and its representatives. Other projected or desired improvements will yet be accomplished in time. But I do not hesitate to declare that the Government themselves would perhaps have recoiled before these reforms if it had been a question of proposing them in a project as a whole, and of putting them simultaneously into execution.

In admitting the knowledge, experience, and energy necessary to the elaboration of such a project, one would have drawn back before its financial consequences;—before a possible and immediate diminution of many millions in the receipts.

The Government then have striven to examine the ground carefully by means of successive trials; they have prudently advanced from reform to reform in such a manner as to produce the desired good, still maintaining untouched the admirable financial state of our national network of railways.

The essential basis of the reforms introduced in the tariff of goods has been the reduction of the kilometrical rate in proportion to the increase of distance.

The Government think that it would be useful and just to apply the same principle to the tariff of passengers, and they believe that the latter reform ought to be accomplished by the same procedure and with the same prudence as the former.

The Government also find it impossible to attempt, except by legislative measures, every other partial improvement, the powers which are given them by Art. 10 of the law of the 12th April 1851* being limited to exceptional cases.

It is for this reason that they have postponed until now the creation of special tariffs for the market and suburban trains, and for season tickets;—the addition of third-class carriages to certain express trains;—the reduction of the *minima* of fares;—and of other analogous experiments which it would be useful to make.

I have thought, Gentlemen, that it would not be irrelevant rapidly to survey the different circumstances which have marked the reform of the goods' tariff, and to consider the results obtained.

I hope that these explanations are of such a nature as to justify the vote of confidence which I have the honour of soliciting from the Legislature.

In 1856, in spite of an increase of 61 kilomètres of lines worked, the traffic and the receipts for heavy goods were less by 104,000 tons, and by 303,000 francs, than those of the preceding year.

On the other hand, offers of new transport, but at reduced prices, were made from all parts to the administration. This state of things seemed to indicate a kind of compression of traffic by the high rates.

The administration accepted these offers.

Such was the origin of particular contracts and special tariffs.

The traffic received from this measure a lively impulse, and in spite of the objections on principle, which were made to this system, and which Government have justified, it can be affirmed that it has been profitable to the country as well as to the public treasury. The administration on its part has drawn from it precious elements of information, and an experience which has allowed it to march boldly in the path of progress.

From 1856 to 1860 (four years), the traffic increased by 1,133,000 tons, and the receipts by 3,306,300 francs.

In 1861 the Government introduced the first regular tariff, with reduction according to distance.

It embraced pit-coal, coke, coal-bricks, rough castings, flag stones, building stones, and lime.

The results of this experiment were remarkable.

The traffic rose 11·61 per cent. (427,000 tons). The increase of tonnage of goods favoured by the new tariff attained the enormous proportion of 72·40 per cent.

In 1862 the special tariff became general, that is to say, it was extended to all goods of the third class. A tariff reduced according to distance was also made for the second class, and the tariff, so liberal, was put in force, as were also other secondary measures. The railways were worked under this *régime* during the years 1862–3, and the first five months of 1864.

In spite of these reductions of the tariff and of the intensity of the commercial and industrial crisis, the traffic increased by 621,000 tons, and the receipts by 892,000 francs.

In 1864 still more important reforms were decreed; all goods of the third class passed into a new class at rates greatly reduced; the greater part of second class goods were ranked in the third, and a certain number of products of the first class in the second and third. The *barèmes* of these two latter classes received the complement of reduction according to distance; a reduced tariff was made for *abonnements*, &c. The effect of these measures was to suppress almost the whole of the contracts and special tariffs, the rates of ordinary tariffs being equal to or lower than those of favoured ones.

The results surpassed all expectation.

From June to December the tonnage of heavy goods increased by 525,000 tons, which represents for a period of 12 months a total increase of 900,000 tons. It is equivalent to the mean increase of more than three years together.

As to the receipts, the sudden change of which might have reached 2,000,000 francs, this prodigious development of traffic has maintained them at a normal level.

The increase for the same period, from June to December, has been 578,000 francs, which represents 990,000 francs for an annual period.

It is understood that if the increase of the traffic continues, even in the smallest proportions, after the first annual period, the results in receipts will be much more brilliant, since the product of the excess of traffic will no longer be applied to compensate the reduction on that previously existing.

Let me be allowed to consider the *ensemble* of these measures under the three most interesting aspects:—

1. The rate of the tariffs.
2. The benefit to the public.
3. The result to the treasury (receipts and expense).

The following is a comparison of the tariffs of 1856 and 1864:—

DISTANCES.	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Tariff of 1856.	Tariff of 1864.	Tariff of 1856.	Tariff of 1864.	Tariff of 1856.	Tariff of 1864.	Tariff of 1856.	Tariff of 1864.
Leagues.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.
5	3 50	3 50	3 0	3 0	2 50	2 50	2 50	2 0
10	6 0	6 0	5 0	5 0	4 0	4 0	4 0	3 0
15	8 50	8 50	7 0	7 0	5 50	5 50	5 50	3 75
20	11 0	11 0	9 0	7 50	7 0	5 75	7 0	4 0
25	13 50	13 50	11 0	8 0	8 50	6 0	8 50	4 25
30	16 0	16 0	13 0	8 50	10 0	6 25	10 0	4 50
35	18 50	18 50	15 0	9 0	11 50	6 50	11 50	4 75
40	21 0	21 0	17 0	9 50	13 0	6 75	13 0	5 0
45	23 50	23 50	19 0	10 0	14 50	7 0	14 50	5 25
50	26 0	26 0	21 0	10 50	16 0	7 25	16 0	5 50

It is essential to remark that the considerable difference between the rates of 1856 and 1864 ought to be increased by all the importance of the changes effected in the classification.

Thus, chalk paid formerly, in the 2nd class, from 3 to 21 francs; now it pays, in the 4th class, from 2 to 5½ francs.

3·50 to 26 francs were paid for beetroot in the 1st class only 2 to 5·50 francs are now paid for it in the 4th class.

Similar reductions, to the extent of 80 per cent. on the prices of 1856, have been made on coal, minerals, cast and

* Art. 10. The minister shall have power to reduce the passenger tariff up to 50 per cent.:—

1. For emigrants and their luggage.
2. For certain other exceptional cases, such as fêtes, &c., which appear likely to produce an increase of receipts.

wrought iron, wood, building materials (stones, bricks, flags, tiles, slates, &c.), potatoes, manure, &c.

What has been the benefit to the public?

The increase of usefulness which the public has gained from the railway from 1856 to 1864 is not only in proportion to the increase of traffic, but also to the lower rate paid.

The traffic has increased in the following proportions:—

	Tonnage.	Augmentation.
1856 - - -	2,545,000	—
1857 - - -	2,783,000	238,000
1858 - - -	3,190,000	407,000
1859 - - -	3,315,000	125,000
1860 - - -	3,678,000	363,000
1861 - - -	4,105,000	427,000
1862 - - -	4,276,000	171,000
1863 - - -	4,479,000	203,000
1864 - - -	5,251,000	772,000

The increase is 706,000 tons, or 106·32 per cent.

The ton carried produced:—

		Public Saving.			
	fr.				fr.
In 1856 - -	4,58				
In 1857 - -	4,34	0,24	5,240 p. c.	-	668,000
In 1858 - -	4,30	0,28	6,113	-	893,000
In 1859 - -	4,26	0,32	6,987	-	1,060,000
In 1860 - -	4,07	0,51	11,125	-	1,876,000
In 1861 - -	4,04	0,54	11,790	-	2,217,000
In 1862 - -	3,84	0,74	16,157	-	3,164,000
In 1863 - -	3,74	0,84	18,340	-	3,762,000
In 1864 - -	3,31	1,27	27,729*	-	6,670,000
			Total	-	fr. 20,310,000

We do not think we shall be contradicted, when we say that an increase of 2,706,000 tons (106⅛ per cent.), and an economy of 20,000,000 francs realized in eight years, the last of which absorbs in itself alone 6,670,000 francs, corresponding to a mean diminution of 28 per cent. in the tariffs, have been a powerful element of prosperity to our commerce, our industry, and our agriculture.

At what price has the public treasury realized these benefits?

From 1856 to 1864 the receipts on the heavy goods have been raised from 10,971,000 francs to 16,738,000 francs, *i.e.*, 5,767,000 francs, or 52½ per cent.

The other elements of traffic, passengers, light goods, *finances*, &c., have returned in 1864, 16,940,000 francs, against 12,183,000 francs in 1856.

The increase of the two kinds of traffic gives thus a total of 10,524,000 francs, or 31·25 per cent. excess above its first estimation.

The working expenses were 14,811,000 francs in 1856.

They were raised in 1864 to 18,000,000 francs, *i.e.*, 3,189,000 francs, or 21½ per cent. more.

Let us add to these expenses all the interest of capital expended from 1856 to 1864, though the greater part of this outlay was indispensable and quite independent of the alteration of the tariffs.

This outlay on the 31st of December last amounted to 31,078,000 francs, the interest at 5 per cent. being 1,554,000 francs.

The total increase of the cost of working and the interest of capital thus amounts to 4,743,000 francs, *i.e.*, to say, to an amount less by 5,781,000 francs than the excess of ordinary traffic, and less by 1,024,000 francs even than the excess of the special traffic of heavy goods.

In short, since 1856, that is to say, in eight years,—

1. The charges on goods have been lowered on an average by 28 per cent.
2. The public have despatched 2,706,000 tons more, while they have economized more than 20,000,000 francs on the cost of carriage.
3. The public treasury has realized 5,781,000 francs more, after having paid the cost of working and the interest of capital.

Being in this prosperous situation, the Government have asked if the time has not come to turn their attention to the second part of the problem of cheap transport. In other words, whether it is not proper to apply to the service of passengers the principles which have given such satisfactory results to that of goods.

The Government is of opinion that facility and cheapness of travelling (*déplacements*) are in principle as fruitful in benefits to all classes of society as the economical transport of goods can be for the producers and for the consumers.

In what manner should we proceed to attain this desirable result?

I repeat that this is only to be learnt by the attentive study of facts and experience.

The Government cherish the hope that the Legislature, co-operating with their good intentions, will not refuse the powers necessary to arrive at their realisation.

The Minister of Public Works,
Jules Vanderstichelen.

Law Project.

Leopold, King of the Belgians, to all present and to come, greeting:

On the proposition of our Minister of Public Works,

We have decreed and decree:

Our Minister of Public Works will present to the Chamber of Representatives in our name the law project of which the tenor is as follows:—

In derogation of the laws of the 12th of April 1851 and of the 10th of March 1854, Article 1st of the law of the 12th of April 1835, concerning the tolls of the railways of the State, prorogued till the 1st of July 1866, by the law of the 21st of April 1864, is rendered applicable to the tariff of passengers and luggage.

Given at Laeken, 26th of February 1865.

Leopold.

Appendix O.

Statement of Lord Ashtown's Colliery Agent.

April 6, 1865.

The Mineral Traffic of Railways.—Some of the Disadvantages that Senders and Consumers of Minerals have to contend with in consequence of the Regulations of Railway Companies. With some Suggestions for the Removal of Excessive Charges, and the Equalization of Rates on Coal, Coke, and Ironstone.

Having been formerly engaged as a travelling agent for a colliery in the county of Durham, covering a very extensive area of the railway system, and always being engaged in travelling over the Midland Railway from Leeds to Colne, to Derby, Leicester, Birmingham, and all the Midland branches between, also on the South Staffordshire iron-making districts, on the Great Northern Railway as far as Peterborough from Leeds, the London and North-western, and Lancashire and Yorkshire Railways, it will not, I trust, be considered out of place if I venture to submit a few ideas from my own experience connected with my business on the railways I have named, in some of the principal towns of the kingdom, in relation to the facilities afforded for the traffic of coal, coke, and ironstone.

I consider it a matter of the greatest moment to a commercial and manufacturing people, that the raw materials of trade should be free from any *unnecessary* tax.

Now coal and ironstone are not equally distributed by nature over every county. There are some districts where coal may be had at 6*s.* and 8*s.* per ton; in other parts it is 15*s.*, and in other places 25*s.* per ton. To the people who live in the midland, eastern, and southern counties of England the price of coal, so important as a social comfort, and equally so as a steam-producing power, becomes a matter of serious consideration.

In Leeds engine coal is supplied at 3*s.* per ton; at Birmingham a similar quality will be 9*s.*; in the eastern counties it will be 12*s.*

	s. d.		*s. d.*
House coal at Leeds is - - -	6 8	and	8 4
,, at Birmingham - -	15 0	,,	22 0
,, at Cambridge, Ely, Wisbeach, and Norwich -	22 0	,,	24 0

This great disparity in price is the result of, first, the physical geography of the particular places; and, secondly, it is in some cases the effect of railway *monopoly*.

* In reality this should be greater, as the reduction of rate for longer distances had the effect of increasing the mean distance travelled.

The natural difficulty I maintain railways are designed in part to overcome, and Government are acting in the right direction in inquiring how they can be conducted, so as to serve the best interests of the people.

The people who live in the south and eastern counties cannot compete with their countrymen in the north. A brass-founder in Birmingham loses a profit which a brass-founder at Sheffield gains in the very outset of melting his metal in the price of coke; at Leeds the brass-founder can buy his gas coke for the furnace at 5*s.* 6*d* per ton.

At Sheffield - - 8*s.* „
At Birmingham - - 15*s.* „

The iron-worker at Wolverhampton or Dudley or Birmingham cannot supply his puddling or ball furnaces with coal at all comparable with furnace proprietors at Sheffield, Leeds, or Middlesbrough in point of price.

In Leeds the iron works pay from 6*s.* 6*d.* to 10*s.* per ton. In Sheffield about the same. In Birmingham and district from 10*s.* to 14*s.* The result of all this is, that if a manufacturer is to compete in the market, he must have labour cheaper, and reduce wages,—hence strikes; or he must make an inferior quality of article. Now a great deal of this could be made easier for masters and men, if railways in those particular districts were to cheapen rates for coal traffic, so as to open the channels for letting coal go from those districts where it so largely abounds to those parts where it is scarce.

You will find that the rates on the London and North-western in connexion with the South Stafford Railways are not calculated according to distance or mileage, or yet upon the principle that the mineral rates shall be the easiest in those towns where there is the largest mineral traffic. On one occasion I sold coke to an iron firm of some note at Wednesbury; and according to the rates given to me by the London and North-western Railway Company, it was cheaper by 1*s.* 6*d.* about per ton to send it to Birmingham than Great Bridge, although it had to pass there and travel 15 miles beyond to get to Birmingham. In passenger traffic mileage is the rule of calculation. In mineral traffic, here is a fact which shows that it does not enter into account at all. If the company in question could afford to take coke to Birmingham at 5*s.* 7*d.*, it would appear, from a common sense view, they could carry it 15 miles less distance for less money; but such is not the fact.

And now as to ironstone in those districts. The Staffordshire iron district is perhaps the oldest in the country. In many places the ironstone is exhausted, and proprietors have to buy elsewhere. This is done also for mixing purposes, whereby quality of iron is improved. Staffordshire iron makers buy ore from Northamptonshire, Wales, and Leicestershire, and Cumberland. Now Yorkshire ironstone could not be sent there on account of the heavy rate. Some of the best ironstone, Low Moor bed, we have at Leeds, and Staffordshire makers would be glad of it. But railway companies will not reduce their rates, so that it can be sent, or yet find waggons to take it. The railway companies from the North to South Staffordshire object to find waggons for mineral traffic, such as coal and ironstone.

This is one of the greatest hindrances to the advantages which railways ought to confer upon a commercial people; and I maintain that railway companies ought to be bound to find waggon accommodation for every species of traffic at a reasonable price. I know a case where one railway company charge 2*s.* per ton extra for waggons for coke, which is *gross imposition*, about 8*s.* per waggon per journey, besides the carriage.

Another hindrance to public good by railway companies is the preferential advantages some of them give to large proprietors, which is viewed as nothing less than injustice.

The Eastern Counties Railway Company have, for instance, a regulation of this kind: that supposing a rate to March or Ely may be made 3*s.* per ton for coal. If a party can take a train load of coal, say 15 or 20 waggons, the charge will be something like half price per ton, near 1*s.* 6*d.* Now this makes the coal trade a fearful monopoly. It is only great capitalists who can engage in it, for the small coal merchant cannot afford to have a train load of coals; perhaps two or three waggons may be all he can take at once, and for this he has to pay double the price of the large merchant.

It is also important to the interests of the public generally that railway companies should be compelled to provide proper conveniences for loading and unloading mineral traffic. I know a case where, although parties sent their own waggons for coal, the trade could not be continued on account of the unwillingness of the railway company to have the trouble of the loading of the traffic.

I submit these few ideas of difficulties, which I hope the Commissioners appointed will be pleased to accept, and shall be glad to give any further evidence on the matter.

I am, &c.
(Signed) C. S. Spence,
Agent for Lord Ashtown and Co.,
Gascoigne, Garforth Colliery,
Marsh Lane, Leeds.

Appendix P.

(Irish Inquiry.)

Copy of a Letter from the Chancellor of the Exchequer to the President of this Commission.

11, Carlton House Terrace,
My Lord Duke, April 11, 1865.

Many of the representatives of Ireland in the House of Commons have expressed in Parliament their desire that the examination into the Irish railway system and its operation, which is included in the general inquiry undertaken by the Royal Commission under your Grace's presidency, should not be postponed until after the case of the railways of Great Britain shall have undergone investigation.

Her Majesty's Government are under the impression that the case of the Irish Railways is comparatively simple, and that the facts connected with it might probably be collected at an early period, under the auspices and instructions of the Commission, but without interruption to that course of inquiry into more difficult and complex, as well as more extended, questions upon which the Commission may already have entered; and they accordingly entered into an engagement to bring this matter under the consideration of the Commission.

I have therefore to request that your Grace will be good enough to consult with your colleagues in the Commission upon the question which I have submitted; and I have to express the readiness of Her Majesty's Government to co-operate with the Commission by providing, should it in their judgment be necessary, additional assistance with a view to the more speedy and convenient collection of the information which is desired.

I have the honour to remain,
Your Grace's very obedient
and faithful servant,
(Signed) W. E. Gladstone.

His Grace
The Duke of Devonshire, K.G.,
&c. &c. &c.
Lismore Castle, Lismore.

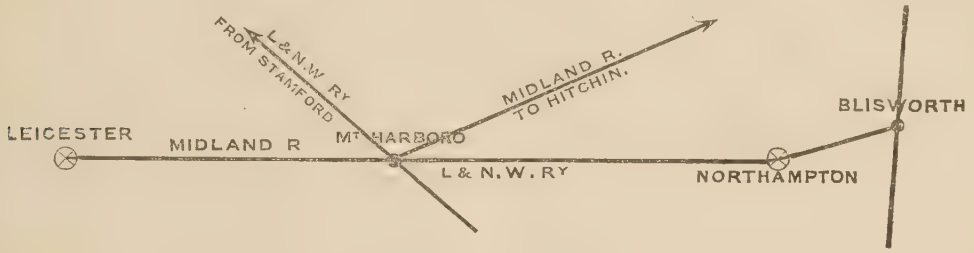
Appendix Q.

Statement by the Rev. James Field as to Want of Correspondence of Trains on different Lines in the Midland Counties.

Oxendon, near Northampton,
April 27, 1865.

Sir,

With reference to my letter of 13th April, asking if the Royal Commission would consider it within their province to notice a statement of inconvenient arrangement of trains as between two important railway companies at a point of junction, I have to acknowledge your reply of April 26th, stating that they would receive such statement.



Leicester and Northampton, very populous towns, are connected by the Midland (Leicester and Hitchin) and London and North-western (Northampton, Market Harborough, and Stamford) Railways joining at Market Harborough.

UP.

Passengers from Leicester, &c. to Northampton or places between Market Harborough and Northampton, leaving Leicester at 7.10 a.m. arrive at Market Harborough at 7.38, or 10 minutes too late for the 7.28 a.m. train to Northampton.

Those leaving Leicester at 9.45 a.m. arrive at Market Harborough at 10.23 a.m., or 23 minutes too late for the 10 a.m. train from Market Harborough to Northampton.

Passengers from Leicester at 1.40 p.m., due at Market Harborough at 2.10, can proceed in 45 minutes by the 2.55 London and North-western train to Northampton.

Passengers leaving Leicester at 4.35 p.m., due Market Harborough at 5.14, can proceed to Northampton in 41 minutes by the 5.55 p.m. train of London and North-western Railway.

Thus, by the first and second trains they are studiously thrown out altogether from Northampton and places on London and North-western Branch.

DOWN.

Passengers from Northampton, &c. at 8.55 a.m. reach Market Harborough at 9.42, and proceed to Leicester after 38 minutes, by the 10.20 Midland train.

Those leaving Northampton at 1.15 p.m. reach Market Harborough at 2.10, just 42 minutes *after* the Midland train at 1.28 p.m. has left, and cannot proceed till 6.29 p.m., *i.e.*, 4 h. 19 m. after arrival. They may (if they are aware of it) be equally forwarded on their journey by leaving Northampton at 4.40 p.m. reaching Market Harborough at 5.32, and proceeding to Leicester (as above) at 6.29 p.m., *i.e.*, in 57 minutes.

Passengers at 7.55 p.m. from Northampton reach Market Harborough at 8.40, and proceed to Leicester by 9.46 p.m. train of Midland Company (or in 1h. 6m.).

Other Routes.

The Midland Railway Company it is believed have powers to run from Wellingborough (on their Leicester and Hitchin line) to Northampton; but passengers by this route have to proceed 1½ miles by omnibus, &c. from the Midland to the London and North-western station at Wellingborough, although a line of junction has been formed several years.

The remaining route between Leicester and Northampton is by Midland Company to Rugby, thence (when there is a train) to Blisworth on the London and North-western Railway, and from Blisworth to Northampton by the first trip train that is going.

The two routes, viâ Wellingborough for the one, and viâ Rugby and Blisworth for the other, are so far round that I do not attempt to trace the connexion of the trains, as I know they are very inconvenient.

From Leicester, with probably 80,000 inhabitants, to Northampton with 40,000, the distance is about 33 miles, viz., 16 to Market Harborough, and 17 thence to Northampton, along the coach road, which passes through several very populous villages, as Oadby, Kibworth, Market Harborough, with almost 3,000 people, Brixworth, Kingsthorpe, and *near* several others equally important.

Before railways were developed, coaches performed the journey with great convenience and without delay in less time than, except by certain of the trains, is now occupied.

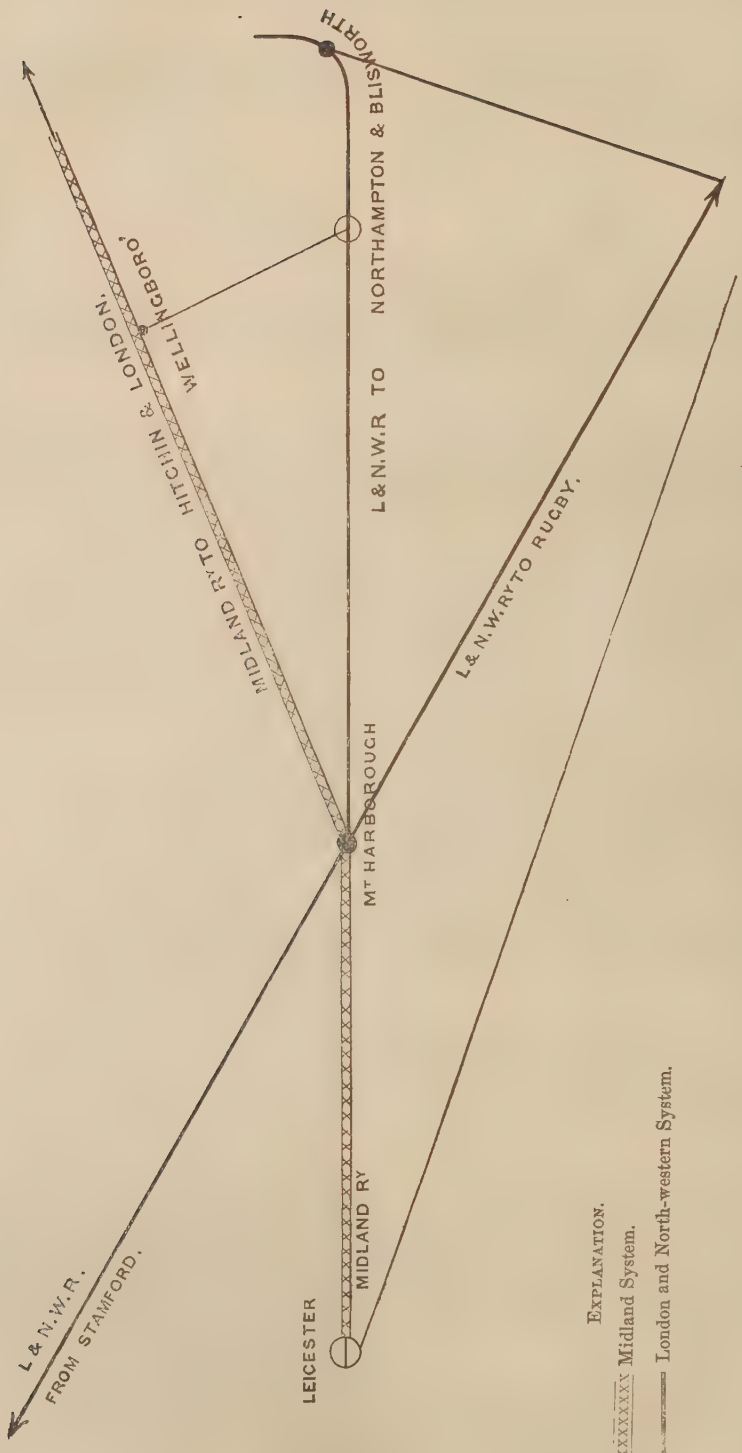
Results of past Application.—Observation.

The mode in which the travelling public are thrown out, as above, at Market Harborough, was brought by me to the notice of both companies in 1864. The London and North-western Company sent an officer to confer with me on the matter, who expressed his anxious desire to secure a better communication. The Midland Company informed me that theirs being a main line, but the London and North-western being only a branch, it was not for themselves but for the London and North-western Railway Company to arrange a different service of trains, and have taken no further steps.

Up to this month of April 1865, no different arrangement appears to have been made. The managers have great difficulties, owing to the London and North-western branch connecting with the main line at Blisworth. Nevertheless where they cannot see their way to a different result, it seems the prevention of the very serious inconvenience to the public as above pointed out is a proper subject for Parliamentary interference.

And having observed the appointment of a Commission on the subject generally, I have ventured to offer the preceding statement of facts, but am not competent to offer a solution of the difficulty, further than that the London and North-western should have running powers, if they do not already possess them, from Market Harborough to Leicester.

I beg to remain,
Your obedient servant,
Rev. James W. Field.


NORTH
NORTHAMPTON & BLISW
L & N.W.R TO
L & N.W.RY TO RUGBY.
MIDLAND R'Y TO HITCHIN & LONDON.
WELLINGBORO'
Mt HARBOROUGH
MIDLAND RY
LEICESTER
L & N.W.R.
FROM STAMFORD.
EXPLANATION.
Midland System.
London and North-western System.

Appendix R.

(Irish Inquiry.)

Statement of Mr. G. W. Shannon as to Obstructive Policy followed by Directors of Irish Railways.

Dublin, 13, Leeson Park,
May 5, 1865.

Sir,

Referring to your letter of 26th ultimo, I have now respectfully to submit for consideration of your Commissioners the following observations bearing upon the attainment of more extended and economical traffic by the Irish railway system, but in doing so details must be necessarily omitted, and only the results stated, lest the views of an individual shareholder may be unduly obtruded on the Commissioners' attention.

An Act passed in the year 1847 which contained powers for amalgamating the lines of railway between the city of Belfast, the distance being 113 miles, under upwards of 30 directors, but no action was taken on it by the directors of the respective companies, nor was any effort made to consolidate their service until the year 1863, when the shareholders raised the question and began to take a more active part in the management of their property, the discovery of the Act of 1847 followed, and its suppression for 17 years, but appeals to the directors to carry out the intention of the Legislature, to save working expenses, and to open up the resources of the northern districts were met by opposition from all the boards, to whose half-yearly reports for the years 1863, 1864, and 1865 on this subject the Commissioners are for convenience referred in the Appendix.

A Bill was, in December 1864, promoted by some of the dissentient shareholders, which was discussed at the general meetings in Dublin on 24th and 28th February 1865, when the directors of the Dublin and Drogheda and the Dublin and Belfast Junction Companies caused the Bill to be withdrawn, but finding the feeling of the shareholders strongly expressed, the directors undertook at length to carry out amalgamation themselves, if left in their hands.

At a general meeting held in Belfast on the 15th February 1865, by the Ulster Railway Company, a resolution was carried by the shareholders against the directors and in favour of amalgamation.

Looking, therefore, to the facts that for 18 years the powers given for amalgamating the lines have lain dormant, and the intentions of the Legislature have been frustrated, that notwithstanding its manifest advantages no effort of the shareholders has proved successful to accomplish it, I consider that to Government intervention alone can we look for this indispensable preliminary to large savings and developed trade, with much higher rates of dividend to the shareholders.

In the management of the Midland Railway (Dublin and Galway) I am more directly interested by reason of the propinquity of my stepson's estates in the county of Westmeath and King's county, and I would invite attention to the management as evidence of how far a large existing traffic and the germs of very profitable carrying trade may be jeopardised.

The dividend paid by the board was five per cent. for some years, which induced investments, but in the year 1864 it was surmised by some of the shareholders that the management was improvident, and the accounts having been examined, it was conceived necessary to appeal to the proprietary on the subject, a committee of whom sat for several days prior to the general meeting of September 1864, and under the able direction of Lord Clonbrook, they were so well supported that after a contest with the directors' a section of them presented for re-election were removed, and their report was rejected by the general meeting.

At the next general meeting a two per cent. dividend was offered instead of four per cent. of the preceding half year, and the chairman admitted that no dividend was justified, that the working expenses for the three preceding years had averaged 51 per cent., and that there was no fund reserved for renewals, although such was regularly stated in the reports annually presented; a committee of shareholders was thereupon moved by Lord Castlemaine, and only postponed to the next meeting pending the creation of 300,000*l.* of preference stock: the same course will probably be taken at the next September meeting as at the last, but from the expense and trouble thus entailed on the shareholders to check the management of the line, some intervention by Government would appear likely to prove salutary.

I take no exception to the management of the Great Southern and Western Railway Line (Dublin and Cork), nor am I aware that other proprietors do so, although the third-class service is rather limited; but the traffic accommodation provided by it and its branches is not at all what such extensive districts require as are traversed by them.

Having thus briefly touched on the condition of the lines in which I am interested, I have to add that the interests directly affected, and the nature of the questions which are indirectly influenced by the scope of the pending inquiry, render it scarcely subordinate in moment to any which has attracted the attention of Government in Ireland.

I have, &c.
(Signed) George Wm. Shannon.

William Pole, Esq.,
Secretary,
Royal Commission on Railways,
House of Lords, Westminster.

APPENDIX.

(Northern Lines.)

No. 1. 1847. Act enabling the companies to amalgamate, &c.

No. 2. 1863, December 31st. Report of the Dublin and Belfast Junction directors states that—"Since the last half-yearly meeting amalgamation has engaged the attention of the directors, and negotiations have taken place between the boards of the three companies, which do not, they regret to say, indicate any prospect of accomplishing this object."

No. 3. 1864, June 30th. Report of same states that —"Amalgamation of the three companies would not have the assent of the Dublin and Drogheda and Ulster Companies, and that the subject of amalgamation of the three companies or any of them should not be pressed."

No. 4. 1864, June 30th. Report of the Dublin and Drogheda directors states that—"In pursuance of a resolution of the shareholders for amalgamation two meetings took place with the directors of the Belfast Junction Company, but without result."

No. 5. 1864, December 23rd. A Bill promoted by shareholders to oblige the directors of the Dublin and Drogheda and the Dublin and Belfast Junction Companies to amalgamate.

No. 6. 1865, January 6th. Circular letter of the Dublin and Drogheda directors objecting to amalgamation unless the directors of the Ulster Company should agree.

No. 7. 1865, February 10th. Report of the Dublin and Drogheda directors agreeing to amalgamate with the Belfast Junction Company alone.

No. 8. 1865, February 18th. Report of the Dublin and Belfast Junction directors agreeing to the amalgamation with the Dublin and Drogheda Company alone.

No. 9. 1865, February 15th. Report of the general meeting of the Ulster Company and of resolution carried for amalgamation of the three companies.

No. 10. 1865, January. Westminster Review and article on amalgamation of Irish northern lines.

(Midland Railway.)

No. 11. 1864, September 22nd. Report of the directors states 12,000*l.* reserved fund and four per cent. dividend.

No. 12. 1864, September. Circular letter of the shareholders to organize opposition to the directors, and (the Honourable Captain Gough in the chair) resolution passed "that the management of the Midland Railway has been attended with injurious results to the interests of the shareholders."

No. 13. Report of the general meeting.

No. 14. 1865, March 23rd. Report of the directors.

No. 15. Report of the general meeting.

APPENDIX S.

STATEMENT of Mr. JOHN BULLAR as to want of RAILWAY ACCOMMODATION at PUTNEY.*

DEAR CAPTAIN GALTON, May 12, 1865.

I HAVE lived here 16 years, and during that time the traffic at the railway station here has increased greatly, probably sixteenfold.

Until recently I could have heavy goods delivered and taken up at the station, but now, when the public necessity for such accommodation is far greater than it was a few years ago, the railway company refuse it, and all heavy goods must be carted from either Nine Elms or Barnes.

I had up a ton of hay from the Bishopstoke station last week. The company invoiced it to Putney, but when it arrived at Nine Elms they gave me notice that it was lying there at my risk and charge. They charged me 18*s.* 9*d.* as for a ton and a half. The station master here said that it would be cheaper for me to have it carted from Nine Elms than sent to Barnes and carted thence, and I therefore sent a cart for it. They had added 2*s.* 1*d.* to the 18*s.* 9*d.*, and because the carter had only 18*s.* 9*d.* he had to return without the hay, and I had to send him the next day for it.

To get one ton of hay from Bishopstoke to Putney cost me 1*l.* 17*s.* 10*d.*,—80 miles.

This is a sample of the way in which the South-western Company treat those who are at their mercy.

Although they invoiced the hay to Putney, they would not deliver it there, and I should have had to pay two rates and cartage from Barnes if I had not carted from Nine Elms.

I am told that they refuse to do carting from Barnes, although they invoice to Putney.

I have already suggested to you that a railway company should be bound to book through over their whole system.

May I now suggest that, where there is a sufficient population near a station, the company should be bound to have accommodation there for goods traffic as well as for passengers,—say a population of 5,000 within a radius of two miles from the station.

It was not till last year that the company made any attempt to give the necessary accommodation for passengers here which the increase of the traffic demanded, and what we now have is very scanty.

For years we had been memorializing them in vain.

Would it not be right to confer on the Board of Trade authority to require an increase of station accommodation when they are called on by passengers to interfere, and are satisfied that the increase is needed?

Hundreds of times was it lamented here that the Board of Trade had no authority to interfere.

Yours sincerely,

Captain Galton, F.R.S., &c. &c. (Signed) JOHN BULLAR.

APPENDIX T.

STATEMENT from the SUPERINTENDENT of the BIRKENHEAD DOCKS, as to the practice of RAILWAY COMPANIES giving WAREHOUSE ROOM free of rent.

Dock Warehouses, Birkenhead,

SIR, 13th May 1865.

UPON reading the summary of Her Majesty's commands to the Commission on Railways, see "Times," 5th April last, it occurs to me that, with reference to paragraph No. 2, a few observations may respectfully be submitted.

I have long observed a practice growing up at the Birkenhead stations of the Great Western and London and North-western Railway Companies of giving *warehouse room, free of rent, to large quantities of goods*, with a view to secure transit of the same over their respective lines of rail, whenever the delivery for consumption in the interior may take place.

It has this unfair effect, that goods may lie in their warehouses for many months, involving an expenditure by the company for rent, extra porterage, and other terminal work; and when conveyed by rail ultimately, say to Manchester or other destination, these goods are charged no more than others, which are landed and loaded off ex ship, or are carted to the station, loaded off direct, and cost the carrying company nothing for rent, extra porterage, &c. This may not be thought of sufficient importance to be brought in evidence before Her Majesty's Commissioners, but it is unjust, inasmuch as the non-recipients as well as the recipients of a great boon are made to pay alike, and the former are taxed for the benefit of the latter.

I remain, &c.

To William Pole, Esq., Secretary, Royal Commission on Railways. W. H. SLOMAN, Superintendent.

APPENDIX U.

(IRISH RAILWAYS.)

REPORT of the COMMITTEE of the CHAMBER OF COMMERCE of the City of WATERFORD appointed to investigate into the present Working of the Railways to and from Waterford, and to bring the Result of their Inquiries before the Notice of the Royal Commissioners on Railways sitting in London.

YOUR Committee considers that the railway communications of Ireland are generally very defective, and that the interchange of traffic is much obstructed, and the convenience of the public is not sufficiently considered in the arrangements. The only parts of the country well served are those commanded by the lines running directly into Dublin. The interference of Parliament to secure a proper development and extension of the railway system is much required, and is essential to the well-being of the country.

The non-existence of railway communication between the north and south through the midland districts of Ireland is much felt, and attempts have been made from time to time to supply the want by parties interested therein, whose efforts have only very lately been partially successful, in consequence of the decided opposition given by existing railway companies to the bills sought for that purpose.

The absence also of due co-operation between the railways is very injurious to the trading and travelling public, by withholding from them those facilities to which they are fairly entitled. For instance, although the distance between Waterford and Dublin is only 112 miles, in consequence of the want of harmonious working between the Great Southern and Western and the Waterford and Kilkenny railways, the citizens of Waterford have no daily return communication with the metropolis, and we trust that the Royal Commissioners will see fit to recommend such arrangements as will ensure this required accommodation.

Furthermore, third-class passengers can only reach Dublin by leaving Waterford at 7.30 a.m., remaining in Kilkenny from 9.15 a.m. till 6.40 p.m., and not arriving in Dublin till 10.10 at night, thus occupying nearly 15 hours, and, when returning, must necessarily stop one night at Kilkenny (Sundays excepted, when a delay of 5½ hours

* See also Appendix DR.

occurs there), thus practically defeating the wise provisions of the Legislature relative to third-class passengers.

Another great inconvenience suffered by the public of the south of Ireland arises from defective arrangements at the Limerick junction, where passengers are delayed a considerable time before they can pursue their journey to the respective stations they are booked for, as will appear by the following memorandum.

Up Trains from Waterford viâ Limerick Junction to Dublin and intermediate Stations.

Leaving Waterford at - -	6.0 AM	9.45 AM	2.45 PM
Arrives at Limerick junction -	8.35 AM	12.5 PM	5.15 PM
Leaves junction at - - -	10.34 AM	1.57 PM	5.17 PM
	Delay—2 hours.	Delay—1 h. 52 m.	No delay.

Trains from Cork to Waterford.

Leaving Cork at -	8.0 AM	11.40 AM	2.45 PM	5.30 PM	10.10 PM
Arrives at junction -	10.34 AM	1.47 PM	4.57 PM	8.5 PM	12.8 AM
Leaves junction -	12.22 PM	5.25 PM	5.25 PM	12.15 AM	12.15 AM
	Delay—1.4 8m.	Delay—3 h. 38 m.	Delay—28 min.	Delay—4 h. 10 m.	

The Committee also considers that the postal arrangements are very unsatisfactory; time is most unnecessarily wasted on the railways, as by an acceleration of the trains from the Kildare junction to Waterford to a speed equal to that of those from that place to Cork, the mails would reach Waterford at 12.20 p.m., and need not be despatched till 1.50 p.m., the advantages of which to the traders of this city would be very great.

This Committee further considers that some steps might be taken by Government to benefit Ireland through the railway system, as a very effectual mode of developing the resources of the country, and we trust that the Royal Commissioners will especially turn their attention to this branch of the subject of their inquiries, and, in default of private speculation, that they suggest that Government might take steps to make such lines of railway as are essential to open up large and important districts, and to fill up such links of communication as are now incomplete.

Your Committee also wish to observe that a large amount of the capital of this country has become locked up in original railway securities, which have been rendered unprofitable owing to the large rate of interest required to be paid on preference shares and on debenture stock, and they would therefore respectfully recommend that Government should make to such railways as can show good and sufficient security permanent loans at a rate of interest not exceeding 3½ per cent. of sufficient amount to enable them to pay off their present bonded debts and preference shares.

The proprietary would thus be benefited to a very large extent, and Government would thereby obtain such right of control as would enable them to insist on proper facilities being afforded to the public.

All the foregoing is respectfully submitted to the Royal Commissioners on Railways by the Committee of the Chamber of Commerce of the city of Waterford appointed for such purpose.

(Signed) Samuel Harris,
President of the Chamber of Commerce and Chairman of the Committee.

(Signed) George Gibson,
Waterford, 15th May 1865. Secretary.

Appendix X.

Statement of Messrs. James and Frederick Howard, Britannia Iron Works, Bedford as to Irregularities of Rates and other Railway Grievances.—22 May 1865.

Third-class rates from Bedford to various Stations, as compared with those to other Stations at similar Distances.

In the instances marked thus * *the discrepancies are very great.*

Great Western Stations.			As compared with			
Stations.	Miles.	Rates.	Stations.	Company.	Miles.	Rates.
		£ s. d.				£ s. d.
Heyford -	58	1 10 0	Banbury -	London and North-western.	47	1 3 4
			Nuneaton -	Midland -	67	1 0 0
Newbury -	90	1 15 0	Rugeley -	London and North-western.	94	1 10 0
Pewsey -	112	2 2 6	Whitmore -	„	117	1 15 0
Devizes -	123	2 2 6	Cheltenham	Midland -	122	1 7 6
*Swindon -	71	1 15 0	Tamworth -	London and North-western.	80	1 2 6
Westbury -	113	2 2 6	Whitmore -	„	117	1 15 0
Bridport -	169	2 10 0	Rhyl - -	„	179	2 0 0
*Worcester -	100	1 15 0	Tewkesbury	Midland -	117	1 7 6
			Spetchley -	„ -	103	1 7 6
*Southall -	60	1 13 4	Coventry -	London and North-western.	64	1 2 6
Shiffnall -	106	2 2 6	Stafford -	„	103	1 15 0
*Cork - -		4 10 0	Belfast -	„	—	2 10 0
*Waterford -		4 5 0	Dieppe -	London, Brighton, and South Coast.	—	2 4 8
*Limerick -		4 4 0	Boulogne -	South-eastern	—	2 3 4
			London To Cork - -		—	3 0 0
			„ Waterford -		—	3 0 0
			„ Limerick -		—	3 5 0

As a rule, the rates to Great Western Stations and North-eastern Stations north of Darlington, are higher in proportion than those of the other great companies in the kingdom.

Bristol and Exeter Stations.			As compared with			
Stations.	Miles.	Rates.	Stations.	Company.	Miles.	Rates.
		£ s. d.				£ s. d.
Taunton -	168	2 17 6	Exeter -	Bristol & Exeter	199	2 10 0
Wellington	175	2 17 6	Bideford -	London and South-western.	247	2 12 6
Caledonian Railway:						
Edinburgh	—	3 10 0	Paris - -	London, Brighton, and South Coast.	—	2 18 4
Glasgow -	—	3 10 0	Dublin -	London and North-western.	—	3 0 0
London and North-western Railway:						
Liverpool -	171	2 5 0	Rhyl -	London and North-western.	179	2 0 0
Bolton -	170	2 5 0	Manchester	„	158	1 15 0
Preston -	180	2 15 0	Lancaster -	Midland -	202	2 10 0
Manchester, Sheffield, and Lincolnshire:						
Grimsby -	119	2 5 0	Bristol -	Midland -	122	1 16 8
Midland:						
Nottingham	77	1 10 0	Birmingham	Midland -	82	1 2 9
Derby -	80	1 10 0	Newark -	„ - -	84	1 6 8
Darton -	80	1 10 0	Lincoln -	„ - -	100	1 10 0
Leicester -	50	1 7 6	Rugby - -	„ - -	52	1 0 0
			Birmingham	„ - -	82	1 2 6
North-eastern:						
Hull -	137	2 5 0	Newport -	Great Western	162	2 2 6
*Ferry Hill	212	3 11 8	Carnarvon -	London and North-western.	218	2 5 0
*Durham -	223	3 11 8	Holyhead -	„	234	2 5 0
*Morpeth -	255	3 13 4	Bideford -	London and South-western.	247	2 12 6
*Alnwick -	277	3 15 0	Carlisle -	London and North-western.	262	2 10 0
			New Milford	Great Western	262	2 14 2
Berwick-on-Tweed.	306	3 17 6	Aberdeen -	Scottish North-eastern.	512	3 0 0
			Invergordon	Inverness and Perth.	598	3 12 6
North Stafford:						
Stoke-on-Trent.	110	2 2 6	NortonBridge	London and North-western.	109	1 15 0
			Manchester	„	158	1 15 0

The Junction of the Great Northern Railway and London and North-western Railway at Sandy.

The best and almost the only route from Bedford to Huntingdonshire, Lincolnshire, Peterborough, &c., is by London and North-western Railway to Sandy, and thence by Great Northern Railway.

Previous to the opening of the Bedford and Cambridge Railway, passengers from Bedford travelled by Midland to Hitchin, and thence by Great Northern Railway. As the latter company have discontinued stopping several of their trains at Hitchin, the route is not now practicable.

The following are the times of arrival and departure of the two companies' trains at Sandy Junction:—

Trains from Bedford to Sandy.	Down Great Northern Trains leave Sandy.	Remarks.
8.28 a.m.	8.28 a.m.	No time allowed for changing and rebooking.
10.42 a.m.	12.42 p.m.	Wait two hours.
1.29 p.m.	3.2 p.m.	Wait one hour and a half.
3.46 p.m.	6.42 p.m.	London and North-western train at 6.55 arrives 13 minutes too late. Wait three hours if arrive by 3.46 train.
6.55 p.m.	10.0 p.m.	Wait three hours.
9.11 a.m.	9.11 a.m.	No time allowed for changing and rebooking.
10.45 a.m.	10.42 a.m.	Leaves 3 minutes before the Great Northern train arrives: must wait 3 hours 40 minutes for next train.
1.50 p.m.	2.25 p.m.	Wait 35 minutes.
3.23 p.m.	4.7 p.m.	Wait 44 minutes.
7.40 p.m.	6.57 p.m.	London and North-western train leaves 43 minutes before Great Northern train arrives, and no other train same night.

Neither passengers nor parcels can be booked through to Great Northern stations, all having to rebook at Sandy. It not unfrequently happens that with the first morning trains, the only trains which profess to meet each other, one has just started when the other arrives.

The goods traffic by same route is booked through, and well conducted.

Oxford Junction of London and North-western and Great Western Railways.

One of the principal reasons urged upon the Committee of the House of Lords and House of Commons at the time the Bedford and Cambridge Railway Act was applied for, was that the line would prove a link between the West of England and the Eastern Counties.

This line has now been opened three years, yet to this day passengers cannot book through from Bedford to Bristol, or any Great Western station west of Didcot, or vice versâ, nor can a third-class passenger travel through without stopping the night at Oxford.

The trains are so arranged that only, if punctual in arrival, can an experienced traveller succeed in catching the one supposed to correspond at Oxford, and it often saves time to go viâ London, an extra distance of 46 miles.

Strangers travelling by this route are often disappointed, and as no through tickets are issued, no redress whatever can be obtained from the companies.

For Worcester and Hereford, for the same reasons, the best practicable route from Bedford is viâ Birmingham, although viâ Oxford is 12 miles shorter.

Previous to the amalgamation of the West Midland with the Great Western Railway, passengers could be conveyed through to Worcester from Bletchley without change, but this has now been discontinued.

Railway Expenses.

To keep traffic on their own lines railway companies convey goods unnecessarily long distances to their destination, and the expenses are thus increased.

Thus:—Implements consigned from Bedford to Southall, Great Western Railway, 10 miles from Paddington, by London and North-western Railway are conveyed viâ Oxford and Reading, 102 miles, the distance viâ Willesden being about 70 miles. If they are sent by Midland Railway to the same station, they are carried viâ Leicester, Birmingham, Oxford, and Reading, a distance of 206 miles, while the distance viâ King's Cross is only 57.

Again, to Pontypool is 163 miles viâ Yarnton. Goods handed to the London and North-western Railway are conveyed viâ Stafford and Shrewsbury, a distance of 215 miles.

Through Rates for Goods to South-eastern Stations.

Through rates are in force between Bedford and all the principal goods stations on the South-eastern Railway.

To the following, however, which are all goods stations, but of minor importance, the South-eastern Railway Company decline to receive through invoices, even if charged at the rates of the next station beyond, and our implements consequently have to be carted across London, often to their great damage and delay, and they have to be re-invoiced at Bricklayers' Arms, causing great inconvenience to all parties in the accounts.

Merstham,	Betchworth,	Chillworth,
Sandhurst,	Godstone,	Edenbridge,
Penshurst,	Wadhurst,	Ticehurst Road,
Etchingham,	Battle,	Paddock Wood,
Yalding,	Wateringbury,	East Farleigh,
Marden,	Pluckley,	Ham Street,
Appledore,	Wye,	Sturry,
Grove Ferry,	Minster,	Smeeth,
Hythe,	Lewisham,	Blackheath,
Abbey Wood,	Erith,	Northfleet,
Higham,	Snodland,	Aylesford.

We have applied, through the Midland and London and North-western Companies, more than once for through rates to these stations, but the South-eastern Company decline to allow goods to be invoiced through to them, we suppose because they would have to pay the small fee which would then be charged by the Railway Clearing House.

Inconvenience of Two or more Passenger Stations in One Town.

Great inconvenience is felt at Bedford by the Midland Station being placed considerably to the north of the town, and the North-western considerably to the south.

No reason existed for these separate stations, as the Midland lines crossed the London and North-western line close to the then existing London and North-western Station.

The Midland having a separate station arose from a quarrel between the engineers of the respective companies, and the public have thereby been greatly inconvenienced.

On the opening of the Bedford and Cambridge line we endeavoured, in conjunction with Mr. Whitbread, to get the London and North-western and Midland Companies to join in the erection of a joint station.

The argument used by the London and North-western Company against this arrangement was that passengers travelling from Cambridge to Leicester, Derby, Manchester, &c., would leave their line at Bedford and travel by the Midland line to their destination, as by an agreement with the two companies they were bound to book them by the nearest route; but this argument did not extend to places where passengers would have to change stations.

We would suggest that, in future, railway companies, coming to a town where a station already exists, should be compelled to run their passenger trains into the existing station, or an adjoining one, except it could be shown that such a course was impossible.

Appendix Y.

Statement of Mr. John Miley in regard to the Emission of Smoke from Locomotives.

72, New Bond Street, W.,
May 22nd, 1865.

Sir,

As the Royal Commission for inquiring into the management of the Railways of the United Kingdom is now sitting, I beg through you to call the attention of the Royal Commission to a custom which has now become prevalent with nearly all railway companies, viz.: that of burning coal instead of coke in locomotive engines, and to the present unsatisfactory state of the law in regard to the emission of smoke from locomotives consequent upon this custom.

Living about 150 yards from the western end of the Primrose Hill tunnel of the London and North-western Railway, I was induced, in consequence of the annoyance to which I was subjected from the emission of dense smoke from the tunnel, and after several ineffectual representations to the company, to take out a summons against them for contravention of the 114th clause of "The Railway Clauses Consolidation Act, 1845," which enacts, that "Every locomotive steam engine to be used on the railway shall, if it "uses coal or other similar fuel emitting smoke, be constructed on the principle of consuming and so as to "consume its own smoke; and if any engine be not so "constructed the company or party using such engine "shall forfeit Five Pounds for every day during which "such engine shall be used on the railway."

But I found that this clause is practically inoperative. I proved the emission of smoke from the locomotive complained of, but the company on their part proved by their engineer that it was constructed to consume its own smoke and their solicitor submitted to the magistrate an opinion of a late judge (Mr. Justice Hill, I believe) in which he held that provided the company could prove that the engine was so constructed, they would not be liable to the penalty even if, through the neglect of their officers, the smoke was not consumed.

The summons was consequently dismissed, and all others that have been taken out against the company have met with the same fate, for in no case has a conviction been obtained. Under the provisions of the Act it is competent to appeal to the Quarter Sessions, but the high legal authority already quoted would probably guide the decision of the county, as it has already done that of the stipendiary magistrates, while the great cost of a final appeal would preclude the further prosecution of a case by private individuals.

I need hardly point out the importance of the question with regard to the health of towns, more especially of the metropolis. I noticed on one occasion dense volumes of smoke issuing from the end of the Primrose Hill tunnel for 25 minutes (timed by a watch) after the exit of a train, and have frequently detected the peculiar smell of railway smoke at a distance of several hundred yards from the line —this, too, proceeding from *one* line. In the course of two or three years, there will probably be four or five lines of railway in that neighbourhood, and the extent of the evil will necessarily be quadrupled. In and around London the multiplication of railways is everywhere similarly observable, and the nuisance, now confined to comparatively narrow limits, will soon assume proportions that will necessitate some action of the legislature; for it is most anomalous that, while so much is being expended on the purification of the metropolis and the improvement of the public health, and steam shipping and other associations are compelled under penalties to consume their smoke, the railway companies should be enabled to avoid all liability by a mere quibble of the law.

I am, Sir,
Your obedient servant,
John Miley.

To W. Pole, Esq.,
Secretary to the Royal Commission on Railways,
Parliament House, S.W.

Appendix Z.

Memorandum upon Railway Fares from Mr. John Patterson, of Liverpool.

Witnesses from Liverpool, and agents upon an opposition to "The London and North-western Railway Company Additional Powers Bill," when remedy was refused *because a Royal Commission was sitting*, paid in railway fares this month 42*l.*, having been carried 4,800 miles by the London and North-western Company's Railway.

Had they resided in Belfast the same company would have charged them 30*l.*, and carried them 8,400 miles.

In the one case they are charged $2\frac{1}{10}d.$ per mile, in the other they would be charged 0·85*d.* per mile.

The latter rate proves to be remunerative.

The former deprives of, or renders more expensive, the resort of Her Majesty's subjects to the Courts of Law and to Parliament, and in this specific case has burdened the Liverpool complainants with a tax of 21*l.* (out of 42*l.*) *paid to the party of whom they complain*, before getting a hearing.

Householders and tradesmen of Liverpool complaining of the Gas Company, &c., are similarly overtaxed, but not, in the same way, for the benefit of the body as to whom they complain.

John Patterson.

Liverpool, 24th May 1865.

APPENDIX AA.—IRISH RAILWAYS.—*Extracts from Returns t*

IRELAND. - - -

RETURNS by the several RAILWAY COMPANIES in IRELAND, showing the TRAFFIC of the respecti

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863. Double.	Single.	Total.	PASSENGER TRAFFIC. Number of Passengers (exclusive of Holders of Season and Periodical Tickets). 1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.	Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	GOODS TRAFFIC. Live Stock. Cattle.	Sheep.	Pigs.	Minerals. Coal and Coke.	Other Minerals.	Total.	General Merchandise.
	M.	*M.*	*M.*	*M.*						*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*Tons.*	*Tons.*	*Tons.*	*Tons*
Athenry and Tuam (Leased.)	*See* "Midland Great Western."																		
Bagenalstown and Wexford	*See* "Great Southern and Western."																		
Banbridge Junction (Leased.)	*See* "Dublin and Belfast Junction."																		
Banbridge, Lisburn, and Belfast (Leased.)	*See* "Ulster."																		
Belfast and County Down*	49	- -	49	49	135,513	292,162	257,273	684,948	2,358	36	277	980	10,319	3,746	1,769	8,779	13,186	21,965	37,3
Belfast and Northern Counties	100	7	93	100	100,626	142,233	598,906	841,765	843	272	915	1,846	58,950	12,518	4,636	29,461	28,404	57,865	137,2
Londonderry and Coleraine	36	- -	36	36	19,872	29,561	104,530	153,963	210	32	381	257	5,451	2,934	1,129	4,887	- -	4,887	27,9
Carrickfergus and Larne	15	- -	15	15	8,249	12,493	57,738	78,480	25	10	574	102	8,463	- -	- -	950	- -	950	12,8
Total, (Belfast and Northern Counties)	151	7	144	151	128,747	184,287	761,174	1,074,208	1,078	314	1,870	2,205	72,864	15,452	5,815	35,298	28,404	63,702	178,0
Carrickfergus and Larne	*See* "Belfast and Northern Counties."																		
Cork and Bandon	20	- -	20	20	8,822	48,707	70,986	128,515	- -	128	99	471	1,889	3,075	32,766	- -	- -	- -	34,1
Cork and Kinsale Junction	- -	- -	11	11	NO RETURN TO THE ORDER OF THE HOUSE.														
Cork and Limerick Direct	*See* "Great Southern and Western."																		
Cork and Youghal*	33	- -	33	33	108,728	163,190	325,395	597,313	300	23	71	891	1,658	3,458	13,399	421	- -	421	17,3
Cork, Blackrock, and Passage†	6	- -	6	6	83,511	169,540	331,649	584,700	181	- -	- -	806	- -	- -	- -	- -	- -	- -	-
Dublin and Belfast Junction (Including "Banbridge Junction,")	63	56	7	63	46,508	81,943	144,208	272,659	- -	365	1,605	2,547	11,651	6,021	6,808	- -	- -	- -	120,1
Dublin and Drogheda	62	32	43	75	91,450	157,600	414,385	663,435	274	425	1,850	2,729	31,475	38,090	23,574	- -	- -	- -	85,1
Dublin and Kingstown	*See* "Dublin, Wicklow, and Wexford."																		
Dublin and Meath	23	- -	23	23	15,402	18,327	63,599	97,328	11	13	962	1,030	19,852	24,963	1,833	1,823	952	2,775	4,3
Dublin, Wicklow, and Wexford	44	12	73	85	192,191	371,095	593,570	1,156,856	984	106	486	2,770	5,606	5,030	12,993	2,008	18,390	20,398	38,6
Dublin and Kingstown	6	6	- -	6	176,961	1,098,451	1,114,598	2,390,010	2,456	- -	- -	2,216	- -	- -	- -	- -	- -	- -	-
Total (Dublin, Wicklow, and Wexford	50	18	73	91	369,152	1,469,546	1,708,168	3,546,866	3,440	106	486	4,986	5,606	5,030	12,993	2,008	18,390	20,398	38,6
Finn Valley	*See* "Irish North Western."																		
Great Northern and Western of Ireland	*See* "Midland Great Western of Ireland."																		
Great Southern and Western (Including "Irish South Eastern" "Killarney Junction" and the "Tralee and Killarney," from 1st July.)	353	188	185	373	151,839	260,834	499,832	912,505	- -	872	7,615	7,157	110,341	120,089	160,578	49,482	- -	49,482	284,2
Irish South-Eastern (1st Janv. to 1st July.)	- -	- -	- -	- -	6,252	10,710	17,867	34,829	- -	43	473	298	4,585	2,364	22,802	224	- -	224	11,7
Bagenalstown and Wexford	21	- -	21	21	3,106	5,403	3,677	12,186	- -	17	313	146	917	1,217	3,769	4	- -	4	2,7
Cork and Limerick Direct	17	- -	17	17	6,354	12,948	33,833	53,135	- -	24	289	217	1,770	2,058	6,240	1,315	- -	1,315	28,9
Total (Great Southern and Western)	391	188	223	411	167,551	289,895	555,209	1,012,655	- -	961	8,695	7,848	117,613	125,728	193,389	51,025	- -	51,025	327,6
Irish North-Western, Including Londonderry and Enniskillen.)	130	9	122	131	22,028	59,551	240,709	322,288	42	92	713	1,130	47,015	6,939	91,326	- -	- -	- -	121,6
Clones and Cavan Branch	15	- -	15	15	1,577	2,914	16,750	21,241	- -	4	115	67	4,272	816	7,895	- -	- -	- -	11,8
Finn Valley From 7th Sept.	- -	- -	13	13	771	1,635	11,498	13,904	- -	- -	- -	31	103	86	2,138	- -	- -	- -	2,1
Total (Irish North-Western)	145	9	150	159	24,376	64,100	268,957	357,433	42	96	828	1,228	51,390	7,891	101,359	- -	- -	- -	135,6
Killarney Junction	*See* "Great Southern and Western."																		
Limerick & Castle Connell	*See* "Waterford and Limerick."																		
Limerick and Ennis	*See* "Waterford and Limerick."																		

* Return for the year ending 31st January 1864.
† Return for the year ending 31st October 1863.
‡ Including minerals.

the Board of Trade for the Year 1863 *relative to Irish Railways.*

\- - - - - - - IRELAND.

Railways in Passengers and Goods during the Year ended 31st December 1863.

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
						ORDINARY.			EXPRESS.		RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.		MINERAL.			TOTAL Receipts from Goods Traffic.	
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.				Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.		
						d.	*d.*	*d.*	*d.*	*d.*	£	£	£	£	£	£*	£	£	£	£	£	£	£	£	£
21,031	1,248	23,229	183,162	29,684	217,846	1·60	1·15	0·71	- -	- -	5,734	7,378	9,742	2,062	25,511	890	200	26,601	573	714	915	1,629	5,658	7,830	34,461
10,438	1,878	12,316	298,151	93,345	391,496	1·89	1·36	0·84	- -	- -	9,066	10,031	22,354	1,268	43,619	2,057	2,950	48,226	1,870	4,605	1,524	6,139	31,722	39,740	88,066
5,406	626	5,632	113,184	20,592	133,776	1·87	1·41	0·91	- -	- -	2,397	2,402	4,315	235	9,379	438	1,300	11,117	280	520	- -	520	5,245	6,037	17,154
1,714	626	2,340	26,120	9,048	35,168	1·85	1·31	0·88	- -	- -	631	637	1,602	24	2,894	134	- -	3,028	130	85	- -	85	1,187	1,102	4,130
17,158	3,130	20,288	437,155	122,985	560,140	- -	- -	- -	- -	- -	12,994	13,070	28,301	1,527	55,892	3,229	4,250	63,371	2,207	5,210	1,534	6,744	38,144	47,185	110,556
3,346	1,866	5,212	66,920	37,320	104,240	2·46	1·51	0·84	- -	- -	1,102	4,304	3,504	- -	8,910	657	1,000	10,567	1,102	- -	- -	- -	6,965	8,067	18,634
4,745	313	5,058	154,560	16,902	171,462	1·89	1·41	0·92	- -	- -	4,985	5,253	6,880	- -	17,123	415	275	17,813	583	29	- -	29	3,270	3,882	21,695
10,036	- -	10,036	62,850	- -	62,850	1·63	1·22	0·81	- -	- -	2,090	3,046	4,167	482	9,785	201	50	10,126	- -	- -	- -	- -	- -	- -	10,126
6,973	2,043	9,016	184,675	82,085	266,760	2·30	1·72	0·98	- -	- -	14,568	15,134	11,490	- -	41,192	2,597	5,907	49,696	1,223	- -	- -	- -	*20,198	21,421	71,117
13,772	1,461	15,233	320,859	45,274	366,133	1·50	1·16	0·75	- -	- -	13,994	15,122	19,579	917	49,612	3,654	4,468	57,734	3,282	- -	- -	- -	*26,407	26,689	†84,422
2,703	17	2,810	104,391	644	105,035	2·07	1·45	0·92	- -	- -	1,725	1,268	3,019	15	6,027	437	- -	6,464	1,162	179	116	295	2,207	3,641	10,123
18,345	1,309	19,654	240,977	34,771	231,748	1·93	1·50	0·98	- -	- -	9,987	14,891	17,116	2,952	44,946	2,410	1,385	48,741	1,140	171	1,897	2,068	7,825	11,033	59,774
32,135	- -	32,135	193,895	- -	193,895	2·15	1·62	0·96	- -	- -	6,552	28,004	17,021	8,119	59,696	1,157	1,860	62,713	- -	- -	- -	- -	- -	- -	62,713
50,480	1,309	51,789	440,872	34,771	475,643	- -	- -	- -	- -	- -	16,539	42,895	34,137	11,071	104,642	3,567	3,245	111,454	1,140	171	1,897	2,068	7,825	11,033	122,487
6,572	6,416	12,988	703,847	497,999	1,201,846	2·10	1·57	0·99	- -	- -	66,951	68,979	75,777	- -	211,707	19,947	31,035	262,709	31,580	9,282	- -	9,282	124,492	165,363	428,072
988	175	1,163	24,775	8,468	33,243	2·10	1·55	0·97	- -	- -	969	1,204	1,212	- -	3,385	313	130	3,828	971	13	- -	13	1,935	2,949	6,777
1,252	- -	1,252	26,292	- -	26,292	2·10	1·55	0·97	- -	- -	425	511	220	- -	1,156	130	- -	1,286	126	1	- -	1	445	572	1,858
1,978	624	2,602	49,450	15,600	65,050	1·74	1·41	0·81	- -	- -	1,044	1,431	2,271	- -	4,746	213	- -	4,959	324	124	- -	124	3,413	3,870	10,429
10,790	7,215	18,005	804,364	522,067	1,326,431	- -	- -	- -	- -	- -	69,389	72,123	79,480	- -	220,994	20,603	31,185	272,782	33,010	9,420	- -	9,420	132,324	174,754	447,536
6,576	3,170	9,746	373,905	149,230	523,135	- -	- -	- -	- -	- -	5,816	9,063	18,777	354	34,015	1,994	4,690	40,699	3,298	- -	- -	- -	42,118	45,506	86,205
1,382	561	1,943	17,936	8,743	26,679	- -	- -	- -	- -	- -	176	283	931	- -	1,440	89	- -	1,529	367	- -	- -	- -	176	2,128	3,657
788	417	1,205	5,980	5,419	11,399	- -	- -	- -	- -	- -	87	116	486	- -	689	18	- -	707	70	- -	- -	- -	32	305	1,012
3,170	4,148	12,934	397,821	163,392	561,213	2·01	1·40	0·99	- -	- -	6,079	9,467	20,244	354	36,144	2,101	4,690	42,935	3,825	- -	- -	- -	44,326	48,039	91,874

* Including Receipts for carriage of Minerals. † Exclusive of 899*l.* Tolls paid by Dublin and Meath Railway Company.

NAME OF RAILWAY COMPANY.	Length of Line open on 31st Dec. 1862.	Length of Line open on 31st Dec. 1863.			PASSENGER TRAFFIC.								GOODS TRAFFIC.						
					Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Minerals.			General Merchandise.
		Double.	Single.	Total.	1st Class.	2d Class.	3d Class (including Parliamentary).	Total Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.	
	M.	*M.*	*M.*	*M.*						*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Limerick and Foynes -	*See* "Waterford and Limerick."																		
Londonderry and Coleraine - - -	*See* "Belfast and Northern Counties."																		
Londonderry and Enniskillen - - (Leased.)	*See* "Irish North-Western."																		
Londonderry and Lough Swilly - -	- -	- -	9	9	Opened only one day in 1863.														
Midland Great Western of Ireland - -	235	112	130	242	60,983	135,001	315,451	511,438	112	143	2,382	2,952	85,877	148,395	63,788	10,238	- -	10,238	136,870
Great Northern and Western - -	72	- -	72	72	5,451	16,841	62,614	84,906	- -	10	192	296	19,499	24,146	33,361	1,322	- -	1,322	24,003
Athenry and Tuam -	16	- -	16	16	1,933	5,158	14,883	21,974	- -	3	40	38	1,981	6,030	9,096	298	- -	298	8,286
Total (Midland Great Western of Ireland)	323	112	218	330	68,367	157,000	392,948	618,318	112	156	2,614	3,286	107,357	178,571	106,245	11,858	- -	11,858	169,159
Newry and Armagh -	4	- -	4	4	11,469	27,064	51,935	90,468	- -	13	63	286	110	20	3,144	12,452	- -	12,452	20,113
Newry, Warrenpoint, and Rostrevor -	6	- -	6	6	18,709	15,613	61,042	95,364	39	- -	13	238	1,172	1,070	4,400	- -	- -	- -	15,722
Tralee and Killarney -	*See* "Great Southern and Western."																		
Ulster - - - -	52	49	16	65	98,040	236,088	427,416	761,544	829	258	1,724	1,944	47,651	9,979	25,508	23,030	- -	23,030	134,808
Portadown, Dungannon, and Omagh Junction.	41	- -	41	41	11,819	37,919	71,120	120,858	37	33	511	520	16,291	4,371	8,756	1,868	- -	1,868	32,589
Banbridge, Lisburn, and Belfast - -	- -	- -	15	15	4,068	8,147	30,062	42,277	23	- -	40	46	1,327	62	655	1,136	- -	1,136	3,981
Total, Ulster - -	93	49	72	121	113,927	282,154	528,598	924,079	889	291	2,275	2,510	65,269	14,412	34,919	26,034	- -	26,034	171,378
Waterford and Kilkenny	*See* "Waterford and Limerick."																		
Waterford and Limerick -	77	22	55	77	45,390	84,149	168,398	297,937	- -	152	2,668	1,814	23,617	25,472	133,544	11,677	- -	11,677	90,912
Waterford and Kilkenny	30	- -	30	30	9,560	24,638	38,160	72,358	- -	59	254	572	3,587	11,027	53,496	6,963	- -	6,963	29,470
Limerick and Foynes -	26	- -	26	26	8,034	15,986	59,505	83,525	- -	6	40	236	3,972	651	14,062	1,260	- -	1,260	10,146
Limerick and Castle Connell - -	13	- -	13	13	12,100	18,021	57,803	87,924	- -	2	39	162	2,397	962	7,968	1,501	- -	1,501	12,432
Limerick and Ennis -	25	- -	25	25	6,940	17,072	40,249	64,261	- -	24	117	152	5,659	4,556	19,091	43	- -	43	13,302
Total (Waterford and Limerick) -	171	22	149	171	82,024	159,866	364,115	606,005	- -	243	3,118	2,936	39,232	42,668	228,161	21,444	- -	21,444	156,262
Waterford and Tramore -	8	- -	8	8	52,490	- -	54,807	107,297	139	- -	- -	525	16	5	367	305	2,162	2,467	1,080
Total (Ireland) -	1,598	493	1,248	1,741	1,526,746	3,580,997	6,354,448	11,462,191	8,863	3,170	24,826	35,502	528,473	470,205	770,941	- -	- -	- -	234,541	1,512,274

No return of the traffic of the Cork and Kinsale Railway has been received.

IRELAND. - - - - - -

Periods which this statement refers.	Length of Line open.			PASSENGER TRAFFIC.							GOODS TRAFFIC.							NUMBER OF TRAINS RUN.		
				Number of Passengers (exclusive of Holders of Season and Periodical Tickets).				Number of Holders of Season and Periodical Tickets.	Carriages.	Horses.	Dogs.	Live Stock.			Minerals.			General Merchandise.			
	Double.	Single.	Total.	1st Class.	2d Class.	3d Class including Parliamentary.	Total Passengers.					Cattle.	Sheep.	Pigs.	Coal and Coke.	Other Minerals.	Total.		Passenger Trains.	Goods Trains.	Total.
	Ms.	*Ms.*	*Miles.*						*No.*	*No.*	*No.*	*No.*	*No.*	*No.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*			
ended Dec. 1862	473	1,125	1,598	1,380,137	3,427,018	5,622,061	10,429,216	7,657	2,983	21,216	33,031	459,022	451,844	695,171	- -	- -	246,016	1,473,138	188,710	35,007	224,3
ended Dec. 1863	493	1,248	1,741	1,526,746	3,580,997	6,354,448	11,462,191	8,863	3,170	24,826	35,502	528,473	470,205	770,941	- -	- -	234,541	1,512,274	203,077	34,817	238,7

NUMBER OF TRAINS RUN.			NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES per Mile.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
						ORDINARY.			EXPRESS.		RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Trains.		MINERALS.				TOTAL Receipts from Goods Traffic.	
Passenger Trains.	Goods Trains.	TOTAL.	By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	3d Class or Parliamentary.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary.	Holders of Season and Periodical Tickets.	TOTAL from Passengers.				Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.	General Merchandise.		
						d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
10,536	4,062	14,598	629,432	365,453	994,885	2·15	1·70	1·00	- -	- -	23,066	29,564	50,302	414	103,406	8,240	14,863	126,509	31,139	2,068	- -	2,068	68,067	101,273	227,782
1,412	699	2,111	73,334	54,247	127,581	2·24	1·68	0·99	- -	- -	1,816	2,953	6,822	- -	11,591	676	2,340	14,616	4,154	101	- -	101	7,508	11,763	26,379
2,108	28	2,136	32,672	433	33,105	2·34	1·68	0·97	- -	- -	224	407	728	- -	1,359	78	50	1,487	337	25	- -	25	958	1,320	2,807
14,056	4,789	18,845	735,438	420,133	1,155,571	- -	- -	- -	- -	- -	25,106	32,924	57,912	414	116,356	8,994	17,262	142,612	35,629	2,194	- -	2,194	76,533	114,356	256,968
2,470	1,184	3,654	19,760	9,472	29,232	2·05	1·32	0·87	- -	- -	393	594	753	- -	1,740	127	- -	1,867	20	- -	- -	- -	- -	*1,886	3,753
Mixed 5,228	- -	5,228	Mixed 31,368	- -	31,368	1·50	1·16	0·83	- -	- -	965	638	1,563	114	3,280	117	- -	3,397	77	- -	- -	- -	1,221	1,208	4,695
8,090	3,531	11,621	279,810	131,469	411,279	1·93	1·49	0·96	- -	- -	10,769	17,535	19,857	891	49,052	2,632	3,674	55,358	3,835	2,670	- -	3,670	38,585	46,090	101,448
3,267	890	4,157	109,416	29,402	138,818	2·01	1·51	0·98	- -	- -	1,772	3,467	3,851	37	9,117	559	100	9,776	929	181	- -	181	6,957	8,067	17,843
1,040	296	1,342	15,813	4,440	20,253	1·96	1·43	0·91	- -	- -	299	394	905	23	1,621	72	- -	1,693	46	94	- -	94	569	709	2,402
12,403	4,717	17,120	405,039	165,811	570,350	1·76	1·26	0·76	- -	- -	12,840	21,386	24,613	951	59,790	3,263	3,774	66,827	4,810	3,945	- -	3,945	46,111	54,866	121,693
3,945	698	4,643	302,889	51,944	354,833	2·20	1·66	1·00	- -	- -	6,913	9,244	10,585	- -	26,742	3,341	2,918	33,001	10,416	2,107	- -	2,107	21,782	34,305	67,306
1,982	643	2,625	61,442	19,857	81,299	2·33	1·67	0·99	- -	- -	1,983	3,419	2,083	- -	7,485	460	566	8,511	3,171	1,301	- -	1,301	5,970	10,442	18,953
1,895	22	1,917	46,764	380	47,144	1·76	1·26	0·76	- -	- -	691	1,012	2,562	- -	4,265	234	- -	4,499	566	127	- -	127	1,819	2,012	6,511
3,912	4	3,916	33,741	34	33,775	1·48	1·11	0·79	- -	- -	356	434	954	- -	1,744	56	2	1,802	114	56	- -	56	455	625	2,427
1,892	10	1,902	46,825	218	47,043	1·96	1·49	0·98	- -	- -	1,041	1,834	2,428	- -	5,303	243	30	5,576	1,100	10	- -	10	2,544	3,654	9,230
13,626	1,377	15,003	491,661	72,433	564,094	- -	- -	- -	- -	- -	10,984	15,913	18,612	- -	45,509	4,334	3,516	53,359	15,397	3,601	- -	3,601	32,070	51,068	104,427
Mixed 5,554	- -	5,554	Mixed 40,266	- -	40,266	1·37	- -	0·96	- -	- -	2,402	- -	1,775	253	4,820	60	55	4,644	11	12	216	228	108	347	4,991
209,977	34,817	238,794	4,886,461	1,722,473	6,608,934	- -	- -	- -	- -	- -	201,979	260,547	325,771	18,760	807,057	55,345	79,877	942,279	104,111	- -	- -	30,153	442,111	576,375	1,518,654

* Including Receipts for carriage of Minerals.

IRELAND.

NUMBER OF MILES TRAVELLED BY TRAINS.			AVERAGE FARES PER MILE.					RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.						TOTAL Receipts from all Sources of Traffic.
			ORDINARY.			EXPRESS.		RECEIPTS FROM PASSENGERS.					TOTAL Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts from Mails.	TOTAL Receipts from Passenger Traffic.		MINERALS.			General Merchandise.	TOTAL Receipts from Goods Traffic.	
By Passenger Trains.	By Goods Trains.	TOTAL.	1st Class.	2d Class.	Parl. Class.	1st Class.	2d Class.	1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.				Live Stock.	Coal and Coke.	Other Minerals.	TOTAL.			
			d.	d.	d.	d.	d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
710,372	1,712,500	6,422,872	- -	- -	- -	- -	- -	189,311	254,344	290,163	17,496	751,314	50,963	76,966	879,243	94,129	- -	- -	34,455	438,265*	566,849	1,446,092
886,461	1,722,473	6,608,934	- -	- -	- -	- -	- -	201,979	260,547	325,771	18,760	807,057	55,345	79,877	942,279	104,111	- -	- -	30,153	442,111	576,375	1,518,654

THE following STATISTICS have been deduced from the preceding RETURN.

TRAFFIC.

—		Proportion per Cent. of the Number of Passengers.				Proportion per Cent. of Receipts from Passengers.					Increase per Cent. of the Number of Passengers over the previous Year.				Increase per Cent. of Receipts from Passengers over the previous Year.					Proportion per Cent. of Total Receipts derived from Passenger Traffic and from Goods Traffic respectively.		
		1st Class.	2nd Class.	3rd Class, including Parly.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	Total.	1st Class.	2nd Class.	3rd Class, including Parly.	All Classes.	1st Class.	2nd Class.	3rd Class, including Parly.	Season Ticket Holders.	All Classes.	Passenger Traffic.	Goods Traffic.	Total.
England and Wales	1862	12·71	30·50	56·79	100	27·40	34·34	35·76	2·50	100	7·24	2·50	5·05	4·53	7·52	3·35	6·26	7·02	5·59	48·25	51·75	100
	1863	12·67	29·84	57·49	100	26·37	34·68	36·30	2·65	100	13·55	11·41	15·34	13·91	Decrease 0·33	4·63	5·12	9·81	3·57	46·78	53·22	100
Scotland - -	1862	13·40	11·09	75·51	100	25·50	15·09	56·94	2·47	100	Decrease 0·57	5·05	3·67	2·05	0·13	Decrease 8·04	5·78	3·39	1·94	38·00	62·00	100
	1863	13·12	10·73	76·15	100	25·92	14·50	57·19	2·39	100	8·84	7·71	12·12	11·19	12·44	6·27	11·13	7·15	10·63	38·45	61·55	100
Ireland - -	1862	13·23	32·86	53·91	100	25·20	33·85	38·62	2·33	100	Decrease 7·22	Decrease 8·24	3·02	Decrease 2·34	Decrease 6·18	Decrease 6·62	Decrease 0·41	Decrease 2·48	Decrease 4·11	60·80	39·20	100
	1863	13·32	31·24	55·44	100	25·03	32·27	40·37	2·33	100	10·63	4·49	13·03	9·90	6·69	2·43	12·27	7·22	7·42	62·05	37·95	100
United Kingdom -	1862	12·80	28·75	58·45	100	27·10	32·68	37·73	2·49	100	5·41	1·41	4·76	3·86	6·01	2·16	5·75	6·11	4·63	47·76	52·24	100
	1863	12·74	28·09	59·17	100	26·24	32·72	38·43	2·60	100	12·90	10·81	14·81	13·41	1·09	4·55	6·33	9·44	4·49	46·61	53·39	100

Board of Trade, 1864.

JAMES BOOTH.

IRELAND.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines.)	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	Miles.	£	£	£	£	£	£	£	£	£	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
Henry and Tuam (Leased.)		*See* "Midland Great Western."																			
Kingstown and Wexford		*See* "Great Southern and Western."																			
Limbridge Junction (Leased.)		*See* "Dublin and Belfast Junction."																			
Limbridge, Lisburn, and Belfast (Leased.)		*See* "Ulster."																			
Belfast and County Down	49	4,124	7,014	975	4,505	281	-	-	750	48	-	-	1,622	19,319	34,461	15,142	56	11	36	6	155	-	-	208
Belfast and Northern Counties (Including "Londonderry and Coleraine," and "Carrickfergus and Larne.")	151	18,146	18,172	3,357	18,436	2,563	-	-	42	761	43	3,309	64,829	110,556	45,727	59	36	99	32	584	-	-	751
Carrickfergus and Larne		*See* "Belfast and Northern Counties."																			
Cork and Bandon	20	1,935	2,258	1,361	2,844	792	-	-	409	-	-	50	1,555	11,204	18,634	7,430	60	7	16	10	60	-	-	93
Cork and Kinsale Junction	11	NO RETURN TO THE ORDER OF THE HOUSE.																			
Cork and Limerick Direct		*See* "Great Southern and Western."																			
Cork and Youghal	33	2,021	5,430	491	5,587	183	-	-	1,114	16	185	121	15,148	21,695	6,547	70	10	25	5	49	-	-	89
Cork, Blackrock, and Passage*	6	859	1,946	213	973	515	-	-	-	-	-	22	1,035	5,563	10,126	4,563	55	3	13	1	-	-	2	19
Dublin and Belfast Junction (Including Banbridge Junction.)	63	6,247	10,116	1,840	5,538	1,442	-	-	11	112	249	2,791	28,340	71,117	42,777	40	17	35	16	207	16		291
Dublin and Drogheda	75	9,605	11,890	2,499	8,773	3,699		-	455	57	352	2,793	40,123	84,423	44,300	48	20	63	36	196	44		359
Dublin and Kingstown		*See* "Dublin, Wicklow, and Wexford."																			
Dublin and Meath	23	291	2,594	77	2,374	71	-	-	-	-	-	-	235	5,642	10,128	4,486	56	0	22	8	50	-	-	86
Dublin, Wicklow, and Wexford	85	2,524	7,959	1,636	7,790	1,682	-	-	317	54	284	9,466	31,712	59,774	28,062	53	30	135	18	314	6		503
Dublin and Kingstown	6	920	6,735	1,597	6,651	3,124	-	-	788	-	-	340	5,147	25,802	62,713	37,411	40							
Total (Dublin, Wicklow, and Wexford)	91	3,444	14,694	3,233	14,441	4,806	-	-	1,105	54	624	14,613	57,014	122,487	65,473	47	30	135	18	314	6		503
Dunn Valley		*See* "Irish North Western."																			
Great Northern and Western of Ireland		*See* Midland Great Western of Ireland."																			
Great Southern and Western (Including "Bagenalstown and Wexford," "Cork and Limerick Direct," "Irish South Eastern," "Killarney Junction," and "Tralee and Killarney.")	411	46,264	65,396	14,308	48,824	17,054	-	-	120	740	110	12,010	205,326	417,536	212,210	16	100	205	128	1,400	160		1,993
Irish North Western (Including "Londonderry and Enniskillen" and "Dunn Valley.")	159	8,870	12,595	4,735	14,751	1,981	-	-	548	857	221	3,035	17,613	90,964	43,351	52	29	16	34	472	52		603
Killarney Junction		*See* "Great Southern and Western."																			
Limerick and Castleconnell		*See* "Waterford and Limerick."																			
Limerick and Ennis		*See* "Waterford and Limerick."																			
Limerick and Foynes		*See* "Waterford and Limerick."																			
Londonderry and Coleraine		*See* "Belfast and Northern Counties."																			
Londonderry and Enniskillen (Leased.)		*See* "Irish North Western."																			

* Return for year ending 31st October 1863.

NAME OF RAILWAY COMPANY.	Length of Line Open on 31st Dec. 1863.	WORKING EXPENDITURE during the Year ended 31st December 1863. (Exclusive of all Steam Boat, Canal, and Harbour Expenses.)											Total Receipts, as given in the Traffic Return ordered to be laid before the Houses of Parliament.	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st December 1863.					
		Maintenance and Renewal of Way and Works.	Locomotive Power (Including Stationary Engines).	Repairs and Renewals of Carriages and Waggons.	Traffic Charges (Coaching and Merchandise).	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	Total Working Expenditure.				Locomotives.	Coaching. Carriages used for the Conveyance of Passengers only.	Coaching. Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
	M.	£	£	£	£	£	£	£	£	£	£	£	£	£		*No.*	*No.*	*No.*	*No.*	*No.*	*No.*
Londonderry and Lough Swilly	9	Opened only 1 day in 1863.																			
Midland Great Western of Ireland (Including "Great Northern and Western," and "Athenry and Tuam.")	330	*37,236	33,906	9,154	6,475	5,073	- -	68	340	†2,237	31,338	126,227	256,968	130,741	49	60	100	22	1,136	71	1,
Newry and Armagh	4	405	723	365	831	10	- -	- -	12	- -	286	2,722	3,753	1,031	72	3	4	1	80	- -	
Newry, Warrenpoint, and Rostrevor	6	614	1,231	25	519	- -	- -	- -	6	- -	60	2,455	4,695	2,240	52	3	10	- -	63	- -	
Tralee and Killarney	*See* "Great Southern and Western."																				
Ulster (Including "Portadown, Dungannon, and Omagh Junction," and "Banbridge, Lisburn, and Belfast.)	121	12,791	18,219	4,502	19,804	3,607	- -	- -	423	146	4,937	64,429	121,693	57,264	53	27	57	30	543	- -	
Waterford and Kilkenny	*See* "Waterford and Limerick."																				
Waterford and Limerick (Including "Waterford and Kilkenny," "Limerick and Castle Connell," "Limerick and Ennis," and "Limerick and Foynes.")	171	12,061	13,893	5,596	15,229	939	- -	676	287	405	2,503	51,539	104,427	52,888	49	26	62	33	548	- -	
Waterford and Tramore	8	473	1,242	50	868	47	- -	- - -		22	167	2,949	4,991	2,072	58	4	14	- -	8	- -	
TOTAL (IRELAND)	1,741	165,470	221,569	52,781	170,772	43,063	‡	5,298	4,063	4,966	82,430	750,412	1,518,654	763,242	49	392	942	389	5,865	351	7

* Including 7,687*l.* "New relaying charged to Capital."
† Including 2,237*l.* "Charged to Capital."
‡ The Receipts in Ireland are not subject to Government duty.

No return of the Working Expenditure of the Cork and Kinsale Railway has been received.

COMPARATIVE SUMMARY.

—		Length of Line Open on 31st December.	WORKING EXPENDITURE (exclusive of all Steam Boat, Canal, and Harbour Expenses).																				Total Receipts. *	Net Receipts.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on the 31st Dec.						
			Maintenance of Way and Works.		Locomotive Power (including Stationary Engines).		Repairs and Renewals of Carriages and Waggons.		Traffic Charges (Coaching and Merchandise).		Rates and Taxes.		Government Duty.		Compensation for Personal Injury, &c.		Compensation for Damage and Loss of Goods.		Legal and Parliamentary Expenses.		Miscellaneous Working Expenditure not included in the foregoing.		Total Working Expenditure.						Coaching.				
																										Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons not included in the preceding Columns.	Total of the Five preceding Columns.
			£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.		Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	Proportion per Cent.	£	£		No.	No.	No.	No.	No.	No.
England and Wales	1862	8,176	2,220,124	18·42	3,368,903	27·95	1,042,316	8·65	3,453,150	28·66	498,968	4·14	347,740	2·89	126,489	1·05	59,726	0·50	199,307	1·65	733,858	6·09	12,050,581	100	24,489,604	12,439,023	49	5,140	12,584	4,891	153,589	4,270	180,474
	1863	8,538	2,348,676	18·55	3,524,429	27·84	1,132,020	8·94	3,678,931	29·06	527,251	4·17	365,703	2·89	130,794	1·02	56,141	0·45	174,116	1·38	721,557	5·70	12,659,618	100	26,132,590	13,472,972	48	5,347	13,066	5,142	157,576	5,200	186,331
Scotland	1862	1,777	334,682	22·02	392,324	25·81	146,756	9·65	356,457	23·45	60,060	3·96	27,327	1·80	21,902	1·44	4,814	0·32	18,004	1·18	157,730	10·37	1,520,056	100	3 153,404	1,633 348	48	885	1,855	623	27,952	188	31,502
	1863	†2,013	338,141	20·59	464,561	25·02	217,555	13·45	346,419	21·42	60,813	3·76	29,531	1·82	43,473	2·69	8,038	0·49	15,700	0·97	158,033	9·79	1,617,204	100	3,424,921	1,807,717	47	904	1,878	613	30,903	208	34,506
Ireland	1862	1,598	153,832	22·05	204,778	29·35	53,642	7·69	178,030	25·51	37,382	5·36	‡	–	9,778	1·40	4,000	0·57	3,659	0·52	52,671	7·55	697,772	100	1,446,092	748,320	48	373	927	423	5,513	369	7,545
	1863	1,741	165,470	22·05	221,569	29·52	52,781	7·03	170,772	22·76	43,063	5·74	‡	–	5,298	0·71	4,063	0·54	4,966	0·66	82,430	10·99	750,412	100	1,518,654	768,242	49	392	942	380	5,865	351	7,930
United Kingdom	1862	11,551	2,708,638	18·99	3,966,005	27·79	1,242,714	8·71	3,987,637	27·95	596,410	4·18	375,067	2·63	158,169	1·11	68,540	0·48	220,970	1·54	944,259	6·62	14,268,409	100	29.089,100	14,820,691	49	6,398	15,366	5,937	187,054	4 767	219,522
	1863	12,322	2,847,287	18·95	4,150,499	27·62	1,402,356	9·33	4,196,122	27·92	631,127	4·20	395,234	2·63	179,565	1·19	68,242	0·46	194,782	1·30	962,020	6·40	§15,027,234	100	31,076,165	16,048,931	48	6,643	15,886	6,135	194,344	5,759	228,767

* Exclusive of the Receipts of those Railways of which there is no Return of working Expenditure, viz.:—

England, 1862 { "Oswestry and Newtown," and "Cowes and Newport," } £39,458

" 1863 { "Oswestry and Newtown," "Cowes and Newport," "Brecon and Merthyr Tydfil, Junction," "Dowlais," and "Hereford, Hay & Brecon." } 80,232 } by which amounts the above Totals differ from the Total Receipts given in the "Traffic Returns" for 1862 and 1863.

† Including the Length of the "Carlisle and Silloth Bay," "Port Carlisle," and "Wansbeck" Railways.

‡ The Receipts from Passengers in Ireland are not subject to Government Duty.

§ Exclusive of "Oswestry and Newtown," "Cowes and Newport," "Brecon and Merthyr Tydfil Junction," "Cork and Kinsale Junction," "Dowlais" and "Hereford, Hay, and Brecon."

Board of Trade, 1864.

JAMES BOOTH.

RETURN by the several Railway Companies of their authorized Share and Loan Capital, and of the Sums received in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock or Funded Debt, on the 31st day of December 1863, specifying the Rate per Cent. of the Dividends for the Year 1863 on each of the said Capitals: showing also the Loans outstanding on the 31st day of December 1863, classified according to the several Rates per Cent. of Interest; and the Capital authorized and Capital paid up, for Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.

Name of Company.	Authorized Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, including Subscriptions to other Undertakings.							Debenture Loans outstanding on the 31st December 1863, classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or Worked by, the Subscribing Company, or are Independent.		Remarks.
	By Shares.	By Loans.	Total.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.	Rate per Cent. of the Dividend for 1863.	Total.	Amount.	Rate per Cent. of Interest.	Total.		Capital Authorized.	Capital Paid up.	
	£	£	£	£		£		£		£	£		£	£	£	£	
Athenry and Ennis Junction.	200,000	66,000	266,000	25,367	- -	- -	- -	- -	- -	25,367	- -	- -	- -	25,367	—	—	
Athenry and Tuam :—(Railway on Lease to the Midland Great Western of Ireland).	90,000	30,000	120,000	61,673	3	- -	- -	- -	- -	61,673	3 0,00	5	30,000	91,673	10,000	—	
Bagenalstown and Wexford.	350,000	161,600	511,600	97,862	- -	10,000	- -	- -	- -	107,862	80,490	5	80,490	188,352	—	—	
Banbridge Extension	90,000	30,000	120,000	19,833	- -	- -	- -	- -	- -	19,833	- -	- -	- -	19,833	—	—	
Banbridge Junction :—(Railway on Lease to the Dublin and Belfast Junction).	60,000	20,000	80,000	21,981	- -	17,800	5	- -	- -	39,781	14,000 3 050	4½ 5	17,050	56,831	—	—	
Banbridge, Lisburn, and Belfast :—(Railway on Lease to the Ulster).	150,000	49,000	199,000	58,076 (*a*)11,206	- -	40,000	- -	- -	- -	109,282	3,400 8,970 1,000 35,630	4¼ 4½ 4¾ 5	49,000	158,282	—	—	(*a*) Forfeited shares.
Belfast and County Down	535,000	166,666	701,666	237,811 (*b*)20,401	- -	168,000 11,050	3*l.* 6*s.* 6*d.*	- -	- -	437,262	54,170 111,005 250 1,241	5 4½ 4¼ 4	166,666	603,928	35,000	15,000	- - Return made up for the year ending 31 January 1864.
Belfast and Northern Counties.	810,000	290,833	1,100,833	556,702	4	165,000	4	110	4	721,812	32,700 95,915 142,291 19,085	5 4½ 4¼ 4	289,991	1,011,803	20,000	12,500	(*b*) Forfeited shares
Belfast, Holywood, and Bangor.	150,000	49,000	199,000	69,321	- -	- -	- -	- -	- -	69,321	26,085	5	26,085	95,406	—	—	
Carrickfergus and Larne	125,000	41,500	166,500	77,967	- -	- -	- -	- -	- -	77,967	27,600 1,600	5 4¾	29,200	107,167	—	—	
Cork and Bandon	318,000	80,000	398,000	175,241	- -	48,000 29,592	5½ 6	8,310	4	261,143	15,058 2,200 46,732 700 7,000	4 4½ 5 5½ 6	71,690	332,833	—	—	
Cork and Kinsale Junction	65,000	21,600	86,600	21,950	- -	6,530	- -	- -	- -	28,480	15,000	5⅝	15,000	43,480	—	—	

Cork and Limerick Direct	100,000	33,000	133,000	70,892	3	-	-	-	-	-	-	-	-	70,892	33,000 (a)7,587 (b)2,088	5 5 3	42,675	113,567	—	—	(a) Overdrawn bank account. (b) Loan from revenue account.
Cork and Macroom Direct	120,000	40,000	160,000	9,243	-	-	-	-	-	-	-	-	-	9,243	-	-	-	9,243	—	—	
Cork and Youghal - -	365,000	131,000	496,000	139,400	-	-	225,600	6	-	-	-	-	-	365,000	131,000	5	131,000	496,000	—	—	
Cork, Blackrock, and Passage.	130,000	43,330	173,330	118,700	$1\frac{1}{2}$	-	-	-	-	-	-	-	-	118,700	6,094 200 34,100	4 $4\frac{1}{2}$ 5	40,394	159,094	—	—	
Downpatrick and Newry -	265,000	88,300	353,300	No Return to the Order of the House.									—	—	—	—	—	—	—	—	
Dublin and Antrim Junction.	120,000	40,000	160,000	8,990	-	-	-	-	-	-	-	-	-	8,990	-	-	-	8,990	—	—	
Dublin and Belfast Junction.	950,000	135,000	1,085,000	880,137	4	-	-	-	-	-	-	-	-	880,137	124,500 6,900	$4\frac{1}{2}$ 4	131,400	(c)1,011,537	73,000	41,067	(c) The Company state that in addition to this sum, they have 139,923*l.* "'Temporary loans,' borrowed on 46,707*l.* 'Government stocks' and 69,863*l.* on 'Forfeited and unissued shares,' the property of the Company deposited as security."
Dublin and Drogheda -	953,000	317,333	1,270,333	620,897	4	94,225 155,775	4 5	43,672	4					914,569	27,500 15,819 107,650 93,274 10,000	3 4 $4\frac{1}{4}$ $4\frac{1}{2}$ 5	254,243	1,168,812	(d)30,000 20,000	18,206	(d) The Company state that the whole of this sum has been paid up, but has since been disposed of by sale of the shares.
Dublin and Kingstown -	350,000	(e)70,000	420,000	350,000	9	-	-	-	-	-	-	-	-	350,000	70,000	4	70,000	420,000	—	—	(e) Exclusive of 40,000*l.* which the Company state is "contingent."
Dublin and Meath - -	275,000	90,000	365,000	133,155	-	-	23,975	5	-	-	-	-	-	157,130	90,000	5	90,000	247,130	—	—	
Dublin, Wicklow, and Wexford.	1,145,000	380,932	1,525,932	477,230	4	200,000 290,790	6 5	-	-	-	-	-	-	968,020	61,080 5,900 113,136 1,500 151,000	4 $4\frac{1}{4}$ $4\frac{1}{2}$ $4\frac{3}{4}$ 5	332,616	1,300,636	—	—	
Enniskillen, Bundoran, and Sligo.	350,000	116,600	466,600	44,935	-	-	-	-	-	-	-	-	-	44,935	-	-	-	44,935	—	—	
Finn Valley - -	60,000	20,000	80,000	37,360	3	-	-	-	-	-	-	-	-	37,360	20,000	5	20,000	57,360	—	—	
Great Northern and Western of Ireland.	494,000	164,000	658,000	326,873	3	36,350	5	-	-	-	-	-	-	363,223	113,000	4	113,000	476,223	—	—	
Great Southern and Western.	5,386,940	540,965	5,927,905	3,791,979	$4\frac{3}{8}$	1,329,100	4	-	-	-	-	-	-	5,121,079	194,443 153,850 10,000 162,500 3,300 16,800	4 $4\frac{1}{4}$ $4\frac{3}{8}$ $4\frac{1}{2}$ $4\frac{3}{4}$ 5	540,893	5,661,972	75,000	49,700	
Irish North Western -	950,000	300,000	1,250,000	198,722	-	-	435,214	-	-	-	-	-	-	633,936	72,952 56,672 74,427 27,200 1,000	4 $4\frac{1}{2}$ 5 $5\frac{1}{2}$ 6	232,251	866,187	50,000	—	

RETURN by several Railway Companies of their authorized SHARE and LOAN CAPITAL, &c.—*continued.*

NAME OF COMPANY.	Authorized Capital up to the 31st December 1863, including Subscriptions to other Undertakings, whether such Undertakings are on lease to, or worked by, the Subscribing Company, or are Independent.			Paid up Capital on, and up to, the 31st December 1863, including Subscriptions to other Undertakings.							Debenture Loans Outstanding on the 31st December 1863, classified according to the several Rates per Cent. of Interest.			Total paid up on Shares on, and up to, the 31st December 1863, and on Debenture Loans outstanding at that Date.	Subscriptions to other Undertakings, whether such Undertakings are on Lease to, or worked by, the Subscribing Company, or are Independent.		REMARKS.
	By Shares.	By Loans.	TOTAL.	Ordinary Capital.	Average Rate per Cent. of the Dividend for 1863.	Preferential Capital.	Rate per Cent. of the Dividend for 1863.	Debenture Stock or Funded Debt.	Rate per Cent. of the Dividend for 1863.	TOTAL.	Amount.	Rate per Cent. of Interest.	TOTAL.		Capital Authorized.	Capital Paid up.	
	£	£	£	£		£		£		£	£		£	£	£	£	
Kilkenny Junction -	200,000	66,000	266,000	53,904	- -	- -	- -	- -	- -	53,904	31,960	5	31,960	85,864	—	—	
Kilrush and Kilkee, and Poulnasherry Reclamation.	60,000	20,000	80,000	60,000	- -	- -	- -	- -	- -	60,000	- -	- -	- -	60,000	—	—	
Letterkenny - - -	100,000	33,300	133,300	13,718	- -	- -	- -	- -	- -	13,718	- -	- -	- -	13,718	—	—	
Limerick and Castleconnell	62,000	20,333	82,333	53,712	- -	7,780	- -	- -	- -	61,492	6,500	5	20,333	81,835	—	—	
											1,500	5½					
											12,333	5½					
Limerick and Ennis -	150,000	75,000	225,000	91,719	- -	12,325	- -	- -	- -	104,044	24,450	4	75,000	179,044	—	—	
											50,550	5					
Limerick and Foynes -	175,000	43,300	218,300	97,160	- -	32,987	- -	- -	- -	130,147	(a) 28,500	4	43,300	173,447	5,000	—	(a) Government loan.
											9,300	6					
											5,500	5					
Londonderry and Coleraine	325,775	262,763	588,538	176,050	- -	146,522	- -	- -	- -	322,572	60,000	5	256,554	579,126	—	—	
											95,763	4					
											32,375	2½					
											68,416	3					
Londonderry and Enniskillen :—(Railway on lease to the Irish North Western.)	455,000	150,000	605,000	129,200	- -	31,850	6	2,100	4¼	490,003	27,997	4	112,447	602,450	—	—	(b) One per cent. on account of arrears of dividend.
						3,062	5	27,400	4½		4,700	4½					
						247,669	(b) 6	5,610	5¾		400	4¾					
						43,112					79,350	5					
Londonderry and Lough Swilly.	85,000	19,600	104,600	52,523	- -	- -	- -	- -	- -	52,523	13,000	5	13,000	65,523	25,000	—	
Midland Counties and Shannon Junction.	115,000	38,300	153,300	38,588	- -	- -	- -	- -	- -	38,588	- -	- -	- -	38,588	—	—	
Midland Great Western of Ireland.	2,778,333	1,009,666	3,787,999	2,155,675	4½	- -	- -	- -	- -	2,155,675	102,725	4	648,954	3,418,954	153,333	116,266	
											56,150	4¼					
											21,000	4⅜					
											432,799	4½					
											7,000	4¾					
											29,280	5					
											Exchequer Loan Commissioners.						
											478,465	- -	478,465				
											Royal Canal Mortgage.						
											135,860	- -	135,860				

Newcastle and County Down.	20,000	6,600	26,600	No Return to the Order of the House.						—	—	—	—	—	—	—	—	
Newry and Armagh - -	247,660	78,000	325,660	50,050	-	-	103,664	-	-	-	-	-	153,714	77,000	5	77,000	230,714	—	—	
Newry and Greenore - -	102,000	34,000	136,000	683	-	-	-	-	-	-	-	-	683	-	-	-	683	—	—	
Newry, Warrenpoint, and Rostrevor.	120,000	39,900	159,900	99,910	-	-	20,000	-	-	-	-	-	119,910	500 200 39,200	4 4½ 5	39,900	159,810	—	—	
Parsonstown and Portumna Bridge.	65,000	21,600	86,600	13,276	-	-	-	-	-	-	-	-	13,276	-	-	-	13,276	—	—	
Portadown, Dungannon, and Omagh Junction :— (Railway on Lease to the Ulster).	470,775	156,185	626,960	250,820	-	-	66,715	6	-	-	-	-	317,535	21,178 50,466 34,938	4 4½ 5	106,582	424,117	—	—	
Rathkeale and Newcastle Junction.	50,000	16,600	66,600	10,296	-	-	-	-	-	-	-	-	10,296	-	-	-	10,296	—	—	
Sligo and Ballaghadreen -	40,000	13,300	53,300	No Return to the Order of the House.						—	—	—	—	—	—	—	—	
Ulster - - - - -	1,030,000	310,000	1,340,000	750,000 210,000 (a) 10,513	5 3	-	-	-	-	41,635	4	1,012,148	189,760 70,350 1,000	4 4¼ 4½	261,110	1,273,258	125,000	94,000	(a) Paid in advance of calls.
Waterford and Kilkenny:— (Railway on Lease to the Waterford and Limerick).	450,000	149,000	599,000	250,000	-	-	196,885	1½		54,649	6	501,534	54,599 23,251 15,750	4 5 6	93,600	595,134	20,000	5,000	
Waterford and Limerick -	965,000	321,100	1,286,100	501,512	1		74,600 300,500	4½ 5		500 5,000 10,000 500	4 4¼ 4⅜ 4½	892,612	71,852 2,000 102,620 71,400 53,650	4 4¼ 4½ 4⅝ 5	301,522	1,194,134	74,500	22,500	
Waterford and Passage -	80,000	26,600	106,600	—	—		—	—		—	—	—	—	—	—	—	—	—	—	
Waterford and Tramore -	58,000	19,350	77,350	48,000	-	-	10,000	5		-	-	58,000	19,350	5	19,350	77,350	—	—		
West Cork - - -	200,000	66,600	266,600	100,330	-	-	-	-	-	-	-	100,330	-	-	-	100,330	—	—		
TOTAL - - -	23,361,483	6,513,756	29,875,239	13,881,543		—	4,584,672		—	199,486	—	18,665,701	5,488,581	—	5,488,581	24,154,292	715,833	374,239		

The following RAILWAY COMPANIES have either abandoned their Undertakings, or have allowed the Powers granted by Parliament for the compulsory Purchase of Land, required for their construction, to expire previous to the 31st December 1863, without such Powers having been exercised.

NAME OF COMPANY.	CAPITAL AUTHORIZED.			CAPITAL Paid up.	REMARKS.
	By Shares.	By Loans.	Total.		
	£	£	£	£	
Dublin, Belfast, and Coleraine Junction -	642,000	214,133	856,133	28,300	
Dundalk and Black Rock - - -	12,000	4,000	16,000	737	
Kilkenny and Great Southern and Western	225,000	75,000	300,000	—	
Killarney and Valencia - - -	300,000	100,000	400,000	7,659	
Londonderry, Enniskillen, and Sligo -	300,000	100,000	400,000	22,508	

Appendix AB.

Table showing, for the Railways in Ireland,—

1. The Capital authorized;
2. The Capital raised on Ordinary Shares, Preference Shares, Debenture Stock and Loans, upon the 31st December of the Years 1861, 1862, 1863, and 1864 respectively;

And as regards the Lines opened,—

3. The Receipts from Traffic and the Working Expenses during the Years 1861, 1862, 1863, and 1864 respectively;
4. The Interest on Preference and Guaranteed Shares and Debenture Stock, and on Loans calculated on the Amounts paid up on 31st December in each of those years; and
5. The Proportion per cent. which the Surplus Income bears to the Ordinary Share Capital, and the Proportion per cent. which the Net Receipts bear to Total Capital.

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Athenry and Ennis Junction	1861	- -	266,000	2,333	- -	- -	2,333	—	—	—	—	—	—	—	—	—
	1862	- -	266,000	3,017	- -	- -	3,017	—	—	—	—	—	—	—	—	—
	1863	- -	266,000	25,367	- -	- -	25,367	—	—	—	—	—	—	—	—	—
	1864	- -	266,000	50,374	- -	- -	50,374	—	—	—	—	—	—	—	—	—
Athenry and Tuam	Leased to the Midland Great Western.															
Bagenalstown and Wexford	1861	8	511,600	97,862	10,000*	26,310	134,172	1,072	1,431	500	1,315	1,815	3,246	Deficit 2,174	—	—
	1862	21	511,600	97,862	10,000*	80,490	188,352	1,772	2,583	500	4,025	4,525	7,108	Deficit 5,336	—	—
	See Great Southern and Western.															
Banbridge Extension	1861	- -	120,000	901	- -	- -	901	—	—	—	—	—	—	—	—	—
	1862	- -	120,000	13,512	- -	- -	13,512	—	—	—	—	—	—	—	—	—
	1863	- -	120,000	19,833	- -	- -	19,833	—	—	—	—	—	—	—	—	—
	1864	- -	120,000	43,465	- -	- -	43,465	—	—	—	—	—	—	—	—	—
Banbridge Junction	Leased to the Dublin and Belfast Junction.															
Banbridge, Lisburn, and Belfast	1861	- -	199,000	45,989	28,975	- -	74,964	—	—	—	—	—	—	—	—	—
	1862	- -	199,000	59,126	40,000	49,000	148,126	—	—	—	—	—	—	—	—	—
	Leased to the Ulster.															
Belfast and County Down	1861	49	701,666	258,166	172,435	166,666	597,267	33,146	17,837	8,545	7,959	16,504	34,341	Deficit 1,195	—	2·56
	1862	49	701,666	258,211	178,200†	166,666	603,077	32,463	16,199	8,526	7,951	16,477	32,676	Deficit 213	—	2·70
	1863	49	701,666	258,212	179,050†	166,666	603,928	34,461	19,319	8,869	7,762	16,631	35,950	Deficit 1,489	—	2·51
	1864	49	701,666	258,212	179,050†	166,597	603,859	39,441	18,402	8,869	7,936	16,805	35,207	4,234	1·64	3·48
Belfast and Northern Counties	1861	100	1,143,333	610,000	160,060	276,236	1,046,296	103,833	45,994	6,402	12,468	18,870	79,047	24,786	3 15	3·80
Londonderry and Coleraine		36	681,666	176,050	146,522*	151,540	474,112			7,326	6,857	14,183				
Belfast and Northern Counties	1862	151	1,143,333	556,702	160,060	296,986	1,013,748	107,457	52,859	6,402	13,299	19,701	89,638	17,819	2·22	3·37
Carrickfergus and Larne			166,500	71,142	- -	24,140	95,282			- -	1,207	1,207				
Londonderry and Coleraine			588,538	176,050	146,522*	218,667	541,239			7,326	8,545	15,871				
Belfast and Northern Counties	1863	151	1,100,833	556,702	165,110	289,991	1,011,803	110,556	64,829	6,604	12,761	19,365	102,668	7,888	0·97	2·69
Carrickfergus and Larne			166,500	77,967	- -	29,200	107,167			- -	1,456	1,456				
Londonderry and Coleraine			588,538	176,050	146,522*	256,554	579,126			7,326	9,692	17,018				

* Taken at 5 per cent.

† 11,050*l.* taken at 4¼ per cent., as in 1861; the rest at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Belfast and Northern Counties	1864	100	1,241,333	556,703	219,710	288,726	1,065,139	113,948	58,481	9,086	12,710	21,796	99,190	14,758	1·81	3·15
Carrickfergus and Larne	1864	15	166,500	80,566	- -	37,600	118,166			- -	1,876	1,876				
Londonderry and Coleraine	1864	36	588,538	176,050	146,522*	257,354	579,926			7,326	9,711	17,037				
Belfast Central	1864	- -	400,000	500	- -	- -	500	—	—	—	—	—	—	—	—	—
Belfast, Holywood, and Bangor	1861	- -	153,000	7,731	- -	- -	7,731	—	—	—	—	—	—	—	—	—
	1862	- -	153,000	41,365	- -	- -	41,365	—	—	—	—	—	—	—	—	—
	1863	- -	199,000	69,321	- -	26,085	95,406	—	—	—	—	—	—	—	—	—
	1864	- -	199,000	105,584	- -	38,000	143,584	—	—	—	—	—	—	—	—	—
Carrickfergus and Larne	1861	- -	166,500	45,523	- -	- -	45,523	—	—	—	—	—	—	—	—	—
	Worked by the Belfast and Northern Counties.															
Cork and Bandon	1861	20	398,000	175,241	77,552	79,443	332,236	17,611	8,533	4,413	3,841	8,254	16,787	824	0·47	2·73
	1862	20	398,000	175,241	77,568	79,511	332,320	17,562	9,719	4,414	3,812	8,226	17,945	Deficit 383	—	2·36
	1863	20	398,000	175,241	85,902	71,690	332,833	18,634	11,204	4,747	3,495	8,242	19,446	Deficit 812	—	2·23
Cork and Bandon	1864	20	398,000	175,241	85,903	71,677	332,821	21,366	11,772	4,156	3,567	7,723	21,658	Deficit 292	—	2·44
Cork and Kinsale Junction	1864	11	86,600	20,330	18,530*	21,600	60,460			926	1,237	2,163				
Cork and Kinsale Junction	1861	- -	60,000	27,290	- -	10,290	37,580	—	—	—	—	—	—	—	—	—
	1862	- -	60,000	28,380	- -	14,170	42,550	—	—	—	—	—	—	—	—	—
	1863	- -	86,600	21,950	6,530	15,000	43,480	—	—	—	—	—	—	—	—	—
	Worked by the Cork and Bandon.															
Cork and Limerick Direct	1861	- -	133,000	44,133	- -	- -	44,133	—	—	—	—	—	—	—	—	—
	Worked by the Great Southern and Western.															
Cork and Macroom Direct	1861	-	160,000	2,735	- -	- -	2,735	—	—	—	—	—	—	—	—	—
	1862	- -	160,000	3,560	- -	- -	3,560	—	—	—	—	—	—	—	—	—
	1863	- -	160,000	9,243	- -	- -	9,243	—	—	—	—	—	—	—	—	—
	1864	- -	160,000	58,490	- -	- -	58,490	—	—	—	—	—	—	—	—	—
Cork and Youghal	1861	26	496,000	139,400	225,600	131,000	496,000	12,409	13,958	13,536	6,550	20,086	34,044	Deficit 21,635	—	—
	1862	33	496,000	139,400	225,600	131,000	496,000	17,912	15,876	13,536	6,550	20,086	35,962	Deficit 18,050	—	0·41
	1863	33	496,000	139,400	225,600	131,000	496,000	21,695	15,148	13,536	6,550	20,086	35,234	Deficit 13,539	—	1·32
	1864	33	496,000	139,400	225,600	131,000	496,000	25,444	13,721	13,536	6,550	20,086	33,807	Deficit 8,363	—	2·36
Cork, Blackrock, and Passage	1861	6	226,660	118,700	- -	40,556	159,256	12,014	8,602	- -	1,950	1,950	10,552	1,462	1·05	2·14
	1862	6	173,330	118,700	- -	43,225	161,925	11,156	5,821	- -	2,049	2,049	7,870	3,286	2·77	3·30
	1863	6	173,330	118,700	- -	40,394	159,094	10,126	5,563	- -	1,958	1,958	7,521	2,605	2·19	2·86
	1864	6	173,330	118,700	- -	39,513	158,213	9,287	5,548	- -	1,992	1,992	7,540	1,747	1·47	2·36
Downpatrick and Newry	1861	- -	353,300	4,603	- -	- -	4,603	—	—	—	—	—	—	—	—	—
	1862	- -	353,300	6,236	- -	- -	6,236	—	—	—	—	—	—	—	—	—
	1863	- -	353,300	No return.												
	1864	- -	353,300	10,098	- -	- -	10,098	—	—	—	—	—	—	—	—	—

* Taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Dublin and Antrim Junction	1861	- -	160,000	2,833	- -	- -	2,833	—	—	—	—	—	—	—	—	—
	1862	- -	160,000	8,835	- -	- -	8,835	—	—	—	—	—	—	—	—	—
	1863	- -	160,000	8,990	- -	- -	8,990	—	—	—	—	—	—	—	—	—
	1864	- -	160,000	26,665	- -	- -	26,665	—	—	—	—	—	—	—	—	—
Dublin and Baltinglass Junction	1864	- -	240,000	2,272	- -	- -	2,272	—	—	—	—	—	—	—	—	—
Dublin and Belfast Junction	1861	63	1,085,000	880,047	- -	135,000	1,015,047	73,980	26,663	- -	6,015	6,015	34,395	39,585	4·38	4·42
Banbridge Junction			80,000	21,981	17,800	16,550	56,331			890	827	1,717				
Dublin and Belfast Junction	1862	63	1,085,000	880,047	- -	135,000	1,015,047	71,002	28,890	- -	6,015	6,015	36,637	34,365	3·81	3·93
Banbridge Junction			80,000	21,981	17,800	16,850	56,631			890	842	1,732				
Dublin and Belfast Junction	1863	63	1,085,000	880,137	- -	131,400	1,011,537	71,117	28,340	- -	5,879	5,879	35,892	35,225	3·90	4·00
Banbridge Junction			80,000	21,981	17,800	17,050	56,831			890	783	1,673				
Dublin and Belfast Junction	1864	56	1,164,650	873,500	- -	207,370	1,080,870	71,350	30,611	- -	9,730	9,730	42,010	29,340	2·52	3·78
Banbridge Junction		7	80,000	21,981	17,800	17,250	57,031			890	779	1,669				
Dublin and Drogheda	1861	62	1,270,333	588,452	289,638	211,092	1,089,182	91,596	41,308	13,642	9,037	22,679	63,987	27,609	4·61	4·62
	1862	62	1,270,333	620,877	292,672	222,159	1,135,708	87,202	43,526	13,264	9,347	22,611	66,137	21,065	3·39	3·84
	1863	75	1,270,333	620,897	293,672	254,243	1,168,812	84,423	40,123	13,303	10,730	24,033	64,156	20,267	3·25	3·79
	1864	75	1,270,333	625,173	293,672	254,675	1,173,520	85,664	35,265	13,502	10,958	24,460	59,725	25,939	4·15	4·30
Dublin and Kingstown	1861	6	420,000	350,000	- -	70,000	420,000	65,999	26,534	- -	2,800	2,800	29,334	36,665	10·48	9·40
	1862	6	420,000	350,000	- -	70,000	420,000	61,837	22,060	- -	2,800	2,800	24,860	36,977	10·57	9·47
	1863	6	420,000	350,000	- -	70,000	420,000	62,713	25,302	- -	2,800	2,800	28,102	34,611	9·89	8·91
	1864	6	460,000	350,000	- -	70,000	420,000	61,973	23,416	- -	2,800	2,800	26,216	35,757	10·22	9·18
Dublin and Meath	1861	- -	305,000	137,747	- -	74,050	211,797	—	—	—	—	—	—	—	—	—
	1862	23	365,000	151,367	925	75,000	227,292	2,155	1,452	46	3,750	3,796	5,248	Deficit 3,093	—	0·31
	1863	23	365,000	133,155	23,975	90,000	247,130	10,128	5,642	1,198	4,500	5,698	11,340	Deficit 1,212	—	1·41
	1864	35	465,000	133,155	183,460*	100,138	416,753	13,093	8,692	9,173	5,007	14,180	22,872	Deficit 9,779	—	1·05
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole	1864	- -	333,000	2,770	- -	- -	2,770	—	—	—	—	—	—	—	—	—
Dublin Trunk Connecting	1864	- -	340,000	—	—	—	—	—	—	—	—	—	—	995	0·22	2·70
Dublin, Wicklow, and Wexford	1861	44	1,332,632	477,230	249,665	231,646	958,541	47,281	21,380	14,483	10,423	24,906	46,286	Deficit 8,275	—	2·35
	1862	44	1,332,632	477,230	421,915	268,326	1,167,471	46,845	19,440	23,096	12,584	35,680	55,120	Deficit 13,881	—	2·16
	1863	85	1,525,932	477,230	490,790	332,616	1,300,636	59,774	31,712	26,539	15,404	41,943	73,655	5,942	1·18	3·48
	1864	85	1,725,932	580,000	502,897	379,526	1,462,423	88,129	37,245	27,145	17,797	44,942	82,187	—	—	—
Dundalk and Greenore	1864	- -	146,600	738	- -	- -	738	—	—	—	—	—	—	—	—	—
Dundalk and Enniskillen	*See* Irish North-western.															
Enniskillen and Bundoran	1861	- -	266,600	3,769	- -	- -	3,769	—	—	—	—	—	—	—	—	—
	1862	- -	466,600	30,004	- -	- -	30,004	—	—	—	—	—	—	—	—	—
Enniskillen, Bundoran, and Sligo	1863	- -	466,600	44,935	- -	- -	44,935	—	—	—	—	—	—	—	—	—
	1864	- -	466,600	45,384	- -	55,000	100,384	—	—	—	—	—	—	—	—	—

* Taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Finn Valley	1861	-	80,000	18,910	-	-	18,910	—	—	—	—	—	—	—	—	—
	1862	-	80,000	36,806	-	20,000	56,806	—	—	—	—	—	—	—	—	—
	See Irish North-western.															
Great Northern & Western of Ireland	Worked by the Midland Great Western of Ireland.															
Great Southern and Western	1861	330	5,783,600	3,537,000	1,329,084	332,557	5,198,641	428,447	182,954	53,161	14,328	67,489	250,443	178,004	5·03	4·72
Great Southern and Western	1862	347	5,783,600	3,727,574	1,329,100	364,250	5,420,924	426,870	205,048	53,164	15,537	68,701	275,668	151,202	4·00	4·02
Cork and Limerick Direct			133,000	59,087	-	38,387	97,474			-	1,919	1,919				
Great Southern and Western			5,927,905	3,791,979	1,329,100	540,893	5,661,972			53,164	23,062	76,226				
Bagenalstown and Wexford	1863	411	511,600	97,862	10,000	80,490	188,352	447,536	205,326	500	4,025	4,525	288,167	159,369	4·02	4·06
Cork and Limerick Direct			133,000	70,892	-	42,675	113,567			-	2,090	2,090				
Great Southern and Western of Ireland			5,927,905	3,791,980	1,329,100	522,854	5,643,934			53,164	22,258	75,422				
Cork and Limerick Direct	1864	287 / 17	138,000	71,135	-	44,160	115,295	446,829	196,329	-	2,156	2,156	278,907	172,922	4·48	4·35
Irish North-western (Dundalk and Enniskillen)	1861	70	941,500	189,495	454,328*	190,423	834,246	43,058	19,412	22,475	8,249	30,724	50,136	Deficit 7,078	—	2·83
Irish North-western	1862	85	1,250,000	197,897	483,610	232,894	914,401	42,731	21,696	23,346	10,400	33,746	55,442	Deficit 12,711	—	2·30
Irish North-western			1,250,000	198,722	435,214†	232,251	866,187			21,760	10,744	32,504				
Finn Valley	1863	159	80,000	37,360	-	20,000	57,360	90,964	47,613	-	-	1,000	107,157	Deficit 16,193	—	2·84
Londonderry and Enniskillen			6[illegible]5,000	129,200	360,803†	112,447	602,450			20,723	5,317	26,040				
Irish North-western		86	1,270,000	199,124	560,465‡	233,912	993,501			28,023	11,491	39,514				
Finn Valley	1864	13	80,000	43,623	-	20,000	63,623	91,419	49,360	-	-	1,000	115,359	Deficit 23,940	—	2·54
Londonderry and Enniskillen		60	605,000	129,200	362,041§	108,856	600,097			20,315	5,170	25,485				
Irish South-eastern	1861	23	352,000	234,593	-	83,250	317,843	14,005	7,312	-	3,909	3,909	11,221	2,784	1·18	2·10
	1862	23	352,000	234,593	-	83,700	318,293	13,149	8,502	-	3,943	3,943	12,445	704	0·30	1·46
	See Great Southern and Western.															
Kilkenny Junction	1861	-	266,000	21,730	-	-	21,730	—	—	—	—	—	—	—	—	—
	1862	-	266,000	31,465	-	-	31,465	—	—	—	—	—	—	—	—	—
	1863	-	266,000	53,904	-	31,960	85,864	—	—	—	—	—	—	—	—	—
	1864	-	266,000	59,350	-	61,158	120,508	—	—	—	—	—	—	—	—	—
Kilrush and Kilkee, and Poulnasherry Reclamation	1861	-	80,000	562	-	-	562	—	—	—	—	—	—	—	—	—
	1862	-	80,000	—	—	—	—	—	—	—	—	—	—	—	—	—
	1863	-	80,000	60,000	-	-	60,000	—	—	—	—	—	—	—	—	—
	1864	-	80,000	60,000	-	-	60,000	—	—	—	—	—	—	—	—	—
Letterkenny	1861	-	133,300	8,546	-	-	8,546	—	—	—	—	—	—	—	—	—
	1862	-	133,300	9,449	-	-	9,449	—	—	—	—	—	—	—	—	—
	1863	-	133,300	13,718	-	-	13,718	—	—	—	—	—	—	—	—	—
	1864	-	133,300	51,698	-	-	51,698	—	—	—	—	—	—	—	—	—
Limerick and Castleconnell	Worked by the Waterford and Limerick.															
Limerick and Ennis	Worked by the Waterford and Limerick.															
Limerick and Foynes	Worked by the Waterford and Limerick.															
Londonderry and Coleraine	Leased to the Belfast and Northern Counties.															

* Including 32,005*l.* taken at 5 per cent.
‡ 505,975*l.* taken at 5 per cent.

† Including 43,112*l.* taken at 5 per cent.
§ 43,150*l.* taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Londonderry and Enniskillen -	1861	60	605,000	129,200	*331,068	143,654	603,922	47,407	19,114	14,993	6,805	21,798	40,912	6,495	5·03	4·68
	1862	60	605,000	129,200	*336,428	138,037	603,665	47,644	20,255	17,109	6,578	23,687	43,942	3,702	2·88	4·54
	Leased to the Irish North-western.															
Londonderry and Lough Swilly -	1861	- -	79,600	6,780	- -	- -	6,780	—	—	—	—	—	—	—	—	—
	1862	- -	79,600	28,394	- -	- -	28,394	—	—	—	—	—	—	—	—	—
	1863	- -	104,600	52,523	- -	13,000	65,523	—	—	—	—	—	—	—	—	—
	1864	15	131,200	34,484	- -	19,600	54,084	2,590	2,256	- -	980	980	3,236	Deficit 646	- - -	0·62
Midland Counties and Shannon Junction - - - -	1861	- -	153,300	7,855	- -	- -	7,855	—	—	—	—	—	—	—	—	—
	1862	- -	153,300	16,479	- -	- -	16,479	—	—	—	—	—	—	—	—	—
	1863	- -	153,300	38,588	- -	- -	38,588	—	—	—	—	—	—	—	—	—
	1864	- -	153,300	61,333	- -	- -	61,333	—	—	—	—	—	—	—	—	—
Midland Great Western of Ireland -	1861	178	3,787,999	1,878,925	- -	1,082,823	2,961,748	232,001	94,735	- -	43,671	43,671	142,406	89,595	4·04	4·06
Athenry and Tuam - -		16	120,000	60,479	- -	30,000	90,479			- -	1,500	1,500				
Great Northern and Western of Ireland - - -		46	538,000	275,362	- -	50,000	325,362			- -	2,500	2,500				
Midland Great Western of Ireland -	1862	323	3,787,999	2,063,350	- -	1,182,907†	3,246,257	228,350	105,602	- -	45,113	45,113	159,471	68,879	2·83	3·24
Athenry and Tuam - -			120,000	61,373	- -	30,000	91,373			- -	1,500	1,500				
Great Northern and Western of Ireland - - -			658,000	307,271	36,130‡	109,000	452,401			1,806	5,450	7,256				
Midland Great Western of Ireland -	1863	323	3,787,999	2,155,675	- -	1,263,279§	3,418,954	256,968	126,227	- -	48,814	48,814	182,878	74,090	2·91	3·28
Athenry and Tuam - -			120,000	61,673	- -	30,000	91,673			- -	1,500	1,500				
Great Northern and Western of Ireland - - -			658,000	326,873	36,350	113,000	476,223			1,817	4,520	6,337				
Midland Great Western of Ireland -	1864	245	3,787,999	2,156,931	- -	1,264,273‖	3,421,204	254,760	129,476	- -	51,566	51,566	189,075	65,685	2·58	3·13
Athenry and Tuam - -		16	120,000	61,673	- -	30,000	91,673			- -	1,500	1,500				
Great Northern and Western of Ireland - - -		72	698,000	332,048	40,270	113,000	485,318			2,013	4,520	6,533				
Newcastle and County Down -	1862	- -	26,600	—	—	—	—	—	—	—	—	—	—	—	—	—
	1863	- -	26,600	—	—	—	—	—	—	—	—	—	—	—	—	—
	1864	- -	26,600	—	—	—	—	—	—	—	—	—	—	—	—	—
Newry and Armagh - - -	1861	4	326,160	50,000	64,847‡	12,000	126,847	3,575	2,414	3,242	600	3,842	6,256	Deficit 2,681	- - -	0·92
	1862	4	325,660	50,050	97,137‡	67,060	214,247	3,834	2,897	4,856	3,353	8,209	11,106	Deficit 7,272	- - -	0·44
	1863	4	325,660	50,050	103,664‡	77,000	230,714	3,753	2,722	5,183	3,850	9,033	11,755	Deficit 8,002	- - -	0·45
	1864	21	325,660	50,050	104,631‡	78,000	232,681	5,162	4,184	5,231	3,900	9,131	13,315	Deficit 8,153	- - -	0·42
Newry and Greenore - -	1863	- -	156,000	683	- -	- -	683	—	—	—	—	—	—	—	—	—
	1864	- -	202,600	7,946	- -	- -	7,946	—	—	—	—	—	—	—	—	—

* 43,112*l.* taken at 5 per cent.
§ 478,465*l.* taken at 3 per cent.; and 135,860*l.* at 4½ per cent.
† 486,507*l.* taken at 3 per cent.; and 135,860*l.* at 4½ per cent.
‖ 470,139*l.* taken at 3 per cent.; and 135,861*l.* at 4½ per cent.
‡ Taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Newry, Warrenpoint, and Rostrevor	1861	6	159,900	100,000	20,000*	39,475	159,475	4,992	2,336	1,164	1,966	3,130	5,466	Deficit 474	- - -	1·66
	1862	6	159,900	99,910	20,000*	39,475	159,385	5,223	2,353	1,164	1,966	3,130	5,483	Deficit 260	- - -	1·80
	1863	6	159,900	99,910	20,000*	39,900	159,810	4,695	2,455	1,164	1,989	3,153	5,608	Deficit 913	- - -	1·40
	1864	6	159,900	99,910	20,000*	36,400	156,310	5,588	2,185	1,164	1,814	2,978	5,163	425	0·42	2·18
Parsonstown and Portumna Bridge	1861	- -	86,600	4,231	- -	- -	4,231	—	—	—	—	—	—	—	—	—
	1862	- -	86,600	4,331	- -	- -	4,331	—	—	—	—	—	—	—	—	—
	1863	- -	86,600	13,276	- -	- -	13,276	—	—	—	—	—	—	—	—	—
	1864	- -	86,600	13,276	- -	- -	13,276	—	—	—	—	—	—	—	—	—
Parsonstown and Portumna Bridge Extension	1864	- -	32,000	—	—	—	—	—	—	—	—	—	—	—	—	—
Portadown, Dungannon, and Omagh Junction	Leased to the Ulster.															
Rathkeale and Newcastle Junction	1861	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1862	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	1863	- -	66,600	10,296	—	—	10,296	—	—	—	—	—	—	—	—	—
	1864	- -	66,600	13,959	—	—	13,959	—	—	—	—	—	—	—	—	—
Sligo and Ballaghadreen	1863	- -	53,300	—	—	—	—	—	—	—	—	—	—	—	—	—
Sligo and Ballaghadreen Junction	1864	- -	53,300	1,750	—	—	1,750	—	—	—	—	—	—	—	—	—
Ulster	1861	52	1,330,000	916,441	38,890	205,453	1,160,784	105,024	46,284	1,555	8,328	9,883	65,368	39,656	3·41	3·71
Portadown, Dungannon, and Omagh Junction		41	527,160	247,632	66,545	106,559	420,736			3,993	5,208	9,201				
Ulster	1862	93	1,339,000	938,678	40,135	264,161	1,242,974	112,818	59,407	1,605	10,746	12,351	80,620	52,198	2·71	3·21
Portadown, Dungannon, and Omagh Junction			527,160	249,882	66,615	106,562	423,059			3,999	4,863	8,862				
Ulster	1863	121	1,340,000	970,513	41,635	261,110	1,273,258	121,693	64,429	1,665	10,625	12,290	89,961	31,732	2·46	3·13
Banbridge, Lisburn, and Belfast			199,000	69,282	40,000	49,000	158,282			2,000	2,376	4,376				
Portadown, Dungannon, and Omagh Junction			626,960	250,820	66,715	106,582	424,117			4,003	4,863	8,866				
Ulster	1864	65	1,340,000	1,000,000	47,085	256,860	1,303,945	136,707	70,252	1,883	10,727	12,610	96,128	40,579	3·00	3·49
Banbridge, Lisburn, and Belfast		15	199,000	86,082	40,000†	49,000	175,082			2,000	2,388	4,388				
Portadown, Dungannon, and Omagh Junction		41	626,960	250,808	66,715	106,585	424,108			4,003	4,875	8,878				
Waterford and Kilkenny	Leased to the Waterford and Limerick.															
Waterford and Limerick	1861	77	1,244,100	501,712	353,550	289,638‡	1,144,900	106,249	51,231	18,466	13,419	31,885	110,148	Deficit 3,899	- - -	2·58
Limerick and Castleconnell		11	82,333	35,694	- -	6,500	42,194			- -	325	325				
Limerick and Ennis		25	225,000	91,668	12,325*	74,980	178,973			616	3,471	4,087				
Limerick and Foynes		26	218,300	97,160	28,487§	43,300	168,947			1,567	1,938	3,505				
Waterford and Kilkenny		30	599,000	250,000	244,906‖	98,868	593,774			14,694	4,421	19,115				

* 12,900*l.* at 6 per cent.; and 7,100*l.* at 5½ per cent.
† Taken at 5 per cent.
‡ 154,900*l.* taken at 5 per cent.
§ Taken at 5½ per cent.
‖ 196,885*l.* taken at 5 per cent.

Table showing, for the Railways in Ireland, the Capital authorized, &c.—*continued.*

Name of Railway Company.	Year.	Miles long.	Capital authorized.	Total Capital raised on 31st Dec. in each Year, from Returns furnished to Parliament.				Receipts from Traffic during the Year, as furnished by the Railway Companies to the Board of Trade.	Working Expenses during the Year, from the half-yearly Statements of the Companies.	Preferential Charges, calculated on the Amount of Preference and Loan Capital standing on 31st Dec. in each Year, from Returns furnished to Parliament.			Total of Working and Preference Charges.	Amount of Surplus Income or Deficit.	Proportion per Cent. which the Receipts from Traffic, less the Working Expenses during the Year, and the Preference and Guaranteed Charges, and Interest on Loan on 31st Dec., bear to the Ordinary Share Capital raised on 31st Dec.	Proportion per Cent. which the Receipts, less Working Expenses alone, during the Year, bear to Total Capital raised on 31st Dec.
				Ordinary Shares.	Preference and Guaranteed Share and Debenture Stock, including Ordinary Shares guaranteed by other Companies.	Loans.	Total.			Interest on Preference and Guaranteed Shares and Debenture Stock.	Interest on Loans.	Total.				
			£	£	£	£	£	£	£	£	£	£	£	£		
Waterford and Limerick	1862	171	1,274,000	501,712	356,850	311,312	1,169,874	104,871	51,984	17,650	14,175	31,825	111,157	Deficit 6,286	-	2·45
Limerick and Castleconnell			82,333	35,694	- -	6,500	42,194			- -	325	325				
Limerick and Ennis			225,000	91,681	12,325*	75,015	179,021			616	3,490	4,106				
Limerick and Foynes			218,300	97,169	30,487†	43,300	170,947			1,677	1,963	3,640				
Waterford and Kilkenny			599,000	250,000	246,874‡	98,596	595,470			14,812	4,465	19,277				
Waterford and Limerick	1863	171	1,286,100	501,512	391,100	301,522	1,194,134	104,427	51,539	19,073	13,651	32,724	113,028	Deficit 8,601	-	2·39
Limerick and Castleconnell			82,333	53,712	7,780*	20,333	81,825			389	1,085	1,474				
Limerick and Ennis			225,000	91,719	12,325*	75,000	179,044			616	3,505	4,121				
Limerick and Foynes			218,300	97,160	32,987†	43,300	173,447			1,814	1,973	3,787				
Waterford and Kilkenny			599,000	250,000	251,534‡	93,600	595,134			15,092	4,291	19,383				
Waterford and Limerick	1864	171	1,328,100	501,512	408,000	320,681	1,230,193	103,766	50,051	19,849	14,683	34,532	113,426	Deficit 9,660	-	2·38
Limerick and Castleconnell		13	82,333	53,713	7,780*	20,333	81,826			389	1,086	1,475				
Limerick and Ennis		25	225,000	91,978	12,325*	74,295	178,598			616	4,047	4,663				
Limerick and Foynes		26	218,300	97,173	32,917†	43,300	173,390			1,810	2,003	3,813				
Waterford and Kilkenny		31	599,000	250,000	254,381§	90,395	594,776			14,688	4,204	18,892				
Waterford and Passage	1862	- -	80,000	—	—	—	—	—	—	—	—	—	—	—	—	—
	1863	- -	106,600	—	—	—	—	—	—	—	—	—	—	—	—	—
	1864	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Waterford and Tramore	1861	8	77,350	48,000	10,000	14,850	72,850	4,694	4,107	500	742	1,242	5,349	Deficit 655	-	0·81
	1862	8	77,350	48,000	10,000	19,350	77,350	3,239	1,603	500	967	1,467	3,070	169	0·35	2·12
	1863	8	77,350	48,000	10,000	19,350	77,350	4,991	2,919	500	967	1,467	4,386	605	1·25	2·67
	1864	8	77,350	48,000	10,000	18,850	76,850	5,090	3,284	500	942	1,442	4,726	364	0·75	2·35
Waterford and Wexford	1864	- -	440,000	—	—	—	—	—	—	—	—	—	—	—	—	—
West Cork	1861	- -	266,600	14,800	- -	- -	14,800	—	—	—	—	—	—	—	—	—
	1862	- -	266,600	4,763	- -	- -	4,763	—	—	—	—	—	—	—	—	—
	1863	- -	266,600	100,330	- -	- -	100,330	—	—	—	—	—	—	—	—	—
	1864	- -	266,600	191,575	- -	44,600	236,175	—	—	—	—	—	—	—	—	—
These totals are exclusive of the capital and receipts of the companies whose lines are not working.	1861	1,423	25,264,292	12,536,490	4,303,302	4,340,369	21,180,161	1,448,393	642,139	206,163	191,422	397,585	1,039,724	408,669	3·37	3·81
	1862	1,598	26,249,234	13,237,922	4,596,953	5,038,526	22,873,401	1,446,092	697,772	220,304	219,529	439,833	1,137,605	308,487	2·33	3·27
	1863	1,721	26,584,230	13,338,586	4,777,628	5,402,536	23,518,750	1,518,654	750,412	232,475	234,017	466,492	1,216,904	301,750	2·26	3·27
	1864	1,773	26,957,589	13,458,435	5,168,854	5,494,380	24,121,669	1,581,606	750,530	250,257	243,960	494,217	1,244,747	336,859	2·50	3·45
Lines not working	1864	- -	4,991,400	807,227	- -	198,758	1,005,985	—	—	—	—	—	—	—	—	—
Bagenalstown and Wexford	1864	21	[511,600]	[97,862]	[10,000]	[80,490]	[188,352]	—	—	—	—	—	—	—	—	—
Waterford and Passage	1864	- -	[106,600]	—	—	—	—	—	—	—	—	—	—	—	—	—
														1,355,765¶		

* Taken at 5 per cent. † Taken at 5½ per cent. ‡ Taken at 6 per cent. § 196,885*l.* taken at 6 per cent.

‖ Taken as in 1863, not being in the return of Board of Trade for 1864.

¶ Total surplus in the four years - 1,582,910
„ deficit „ - 227,145
1,355,765

APPENDIX AC.

SUPPLEMENTAL REPORT of the COMMITTEE of the CHAMBER OF COMMERCE of the City of WATERFORD appointed to investigate into the present WORKINGS of the RAILWAYS to and from WATERFORD, and to bring the Result of their INQUIRIES before the NOTICE of the ROYAL COMMISSIONERS on RAILWAYS sitting in LONDON.

YOUR Committee think it advisable to bring under the notice of the Commissioners another matter which ought to be placed on a proper footing.

They allude to the differential rates made by railways with steamers engaged in the cross channel traffic on goods carried by them for traders up the country, thus enabling a through rate to be made, which materially injures traders in the seaport and intermediate towns where such through traffic arrangements do not exist.

Your Committee would, therefore, respectfully suggest that the Commissioners should obtain evidence on this point, or, should they think it needless to do so, should consider the propriety of recommending such regulations as would oblige all similar goods to be carried by railways at a similar rate of charge from one point to another, whether those goods be committed to their care by or for local traders or on through rates from or to other railways or from or to steamers; such charge not to be altered by drawbacks or other means, except under special circumstances to be decided by the Board of Trade.

All the foregoing supplemental report is respectively submitted to the Royal Commissioners on Railways by the Committee of the Chamber of Commerce of the city of Waterford appointed for such purpose.

A. DENNY,
Chairman of Committee.

Geo. Gibson, Secretary,
Waterford, June 9, 1865.

APPENDIX AD.

STATEMENT of MR. JOHN BULLAR as to THROUGH BOOKING.*

Temple, March 29, 1865.

MY DEAR CAPTAIN GALTON,

If your attention has not already been drawn to it in your Railway Commission, let me suggest that every railway company should be bound to make through rates over the whole of their own system. For instance, the South-western Company will not book through from Windsor to Wimbledon, and though they only charge two terminals, they make two rates. This gives them in some cases a long and a short distance instead of one long distance.

Yours, &c.
(Signed) JOHN BULLAR.

Capt. Douglas Galton, F.R.S.,
&c. &c. &c.

APPENDIX AE.

MEMORANDA on FOREIGN RAILWAYS, by Mr. W. K. SULLIVAN.
(*Referred to under Question* 2114.)

THE principal lines of railway in Belgium belonging to the State were completed in 1843. In the year 1844 there were 559 kilomètres, or 347·3 miles, opened, of which 235 kilomètres were double lines and 324 single. The total cost was 144,746,774 francs, being an average of 258,938 francs per kilomètre, or 16,855*l.* per mile. The total receipts in the same year were 11,230,000 francs, or 1,305*l.* per mile, of which 712*l.* per mile were derived from passengers, and 593*l.* from the carriage of goods and miscellaneous sources. About 20 per cent. of the total receipts was derived from the carriage of goods through the Belgian territory from France or Prussia to the Belgian ports, or from the latter to the former. If we deduct this transit or international traffic, the receipts per mile derived from the internal traffic of Belgium itself were 1,032*l.* The total number of passengers in 1844 was 3,382,000, or 10,513 per mile, and the number of tons of goods carried, including transit goods, 520,892 tons, or 1499·5 tons (*metrical*) per mile. The working expenses were 5,765,420 francs, or 670*l.* per mile, being about 51·3 per cent. of the gross receipts. The Belgian State railway system in 1844 might, therefore, be compared with the Great Southern and Western of Ireland in 1864. The number of miles of the Great Southern and Western opened in 1864 was somewhat more than that of the Belgian system in 1864, being 387¼ miles, the gross receipts were 1,127*l.* per mile, which is a little more than the Belgian receipts derived from internal traffic. The number of tons of merchandise per mile carried on the Great Southern and Western line was, however, only 802, while the internal traffic alone of Belgium in 1844 was 1,200 tons per mile. While the Belgian lines carried 10,513 passengers per mile in 1844, the Great Southern and Western carried in 1864 only 2,425. These numbers show that the receipts of the Irish line are derived from passengers travelling long distances at high fares, while in Belgium there existed in 1844 a considerable local traffic.

From 1843 to 1852 the traffic on the Belgian lines increased very rapidly, as the following table shows:—

	1843.	1852.
Passengers -	308,534	4,451,304
Goods - -	368,107 tons.	1,490,284 tons.
Receipts -	9,031,519 francs.	18,639,758 francs.

In ten years the passengers increased 44 per cent., the goods 305 per cent., and the gross receipts 106 per cent. A considerable part of the increase in goods, and consequently of receipts was due to the development of the transit traffic. In 1836 the value of the goods sent through Belgium was estimated at 20,730,000 francs, and in 1857 at 386,566,000 francs, so that in 20 years this trade had increased 1,764 per cent.

The traffic of the Belgian railways appears to have steadily increased up to 1856, during which time there appears to have been no alteration in the fares or goods rates. Indeed by the law of the 12th of April 1851 the power of the Administration to make any such changes was expressly limited to two categories—emigrants and public fêtes, and similar occasions. In 1856, however, the internal traffic received a check, the carriage of heavy goods declined by 104,000 tons, and the receipts by 303,000. It was found that this declension was due to the rates of carriage being too high. The competition in some articles was so close that the rates became prohibitive. To meet the difficulty the Administration entered into contracts with manufacturers to carry certain quantities of goods, and made special rates for such articles as coal, pig iron, &c. Although these measures were very objectionable in principle they relieved trade. In the four years from 1856 to 1860 the traffic increased by 1,133,000 tons, and the receipts by 3,306,300 francs.

The experience gained during these four years led the Belgian Government to modify completely the principle upon which their rates were based. Hitherto the rates increased in the direct proportion of the mileage. This supposes that the expense increases in the same ratio, that is, that it costs fifteen times as much to convey one ton of goods 50 miles as it does to convey it one, which is not the case. The Belgian Government accordingly proposed to reduce the rate for conveyance of goods according as the distance increased. This reform was introduced in 1861, and was applied to coal, coke, or other fuel, pig iron, building and paving stones, and lime. The result of this reform was remarkable; the whole traffic increased by 427,000 tons, or 11·61 per cent., and the receipts by 1,635,000 francs, or 10·93 per cent., while the tonnage of the articles carried at the reduced rates increased by 70·42 per cent.

Goods were classified in Belgium for railway purposes into three categories or classes. The articles for which the special rates above mentioned were made belonged to the third class. In 1862 the special rates were extended to all the articles of the third class, and the principle of reducing the rate in proportion to distance was applied to the second class, and the special rate for transit goods,

* See also Appendix DR.

to which allusion shall be made presently, was applied generally. The results of these modifications during the years 1862, 1863, and the first half of 1864 were very successful, notwithstanding the commercial and industrial crisis brought about by the American war, and which was very severely felt in Belgium. The traffic increased by 621,000 tons, and the receipts by 892,000 francs.

In 1864 a new classification of goods was made; all the articles of the third class were put into a fourth class, and the rates lowered considerably. The greater part of the goods hitherto included in class 2 were transferred to class 3; many articles of class 1 also were transferred to classes 2, 3, and a few even into class 4; and lastly, the rates according to distances, were greatly reduced in classes 2 and 3. The following selections will show the character of the goods included in each class.

1st Class. Coffee, sugar, and other articles usually included under the terms groceries, tobacco, cotton, linen, hempen, woollen, silken, and other woven fabrics, drugs, leather, artistic bronzes, Nuremburg toys, millinery, earthen and glass ware, paper, books, and printed matter generally, &c.

2nd Class. Commercial acids, ammonia, sulphur, alum, bleaching powder, and other chemical products used in large quantities, raw cotton, hemp, flax, jute, &c., flax straw, grain, oil cake, starch, dried fish, bone black, red and white lead, rags, anvils, springs, wheel tires, anchors, nails, iron hollow ware, scythes, raw and hammered steel, pig lead, zinc, window glass in boxes, &c.

3rd Class. Wood of all kinds, except ornamental and dye woods, which belong to class 1, slates, tiles, empty bottles, jars, carboys, &c., rock and sea salt, hay and straw in bundles, cullet or broken glass, fresh or dried chickory roots, millstones, bar iron, tanning bark, &c.

4th Class. Coal and coke, furnace cinder, kelp, zinc and iron ores, barytes, quartz, sand, manganese, marl, lime, gypsum, pyrites, bone black, poudrette, slaughter-house offal, soot and other manures, building stone, paving stones, turf, peat, charcoal, china clay, brick, gravel, bones, oxide of zinc, pig iron, beetroot, beet-root pulp, iron castings, iron pipes, rails, rivets, &c.

Several of the articles included in classes 3 and 4 are only carried at reduced rates when there is a complete waggon load of five tons.

The effect of these important modifications was to do away with the necessity of special rates or contracts, because the new general rates were as low, and in many cases lower, than the special rates. Only two special rates still exist; the first applies to coal, coke, and patent fuel sent to Ostend or Antwerp for exportation by sea; the second applies to armour plates, fine iron plates, locomotives, tenders, and waggons, machines, and tools of iron, iron bridges, iron pillars, ornamental iron castings, axles, wheels and tires, anvils, vices, springs, iron wire, chains, nails, braces, &c. The special rates of the first category are about the same as the general rates for class 4 for long distances, but are somewhat lower for shorter distances. The same observation applies to the second special rate, that is, for long distances they are about the same as the general rate for class 3, and for shorter distances somewhat cheaper. As, however, there are several articles belonging to class 2 to which the second special rate is applicable, that rate has still some advantage over the general rates.

The results of the reforms of 1864 surpassed all expectation. From June to December the tonnage of heavy goods increased by 525,000 tons, which would give for an entire year 900,000 tons, a number which is equivalent to the mean increase of three years. The receipts for the same period increased by 578,000 francs, which would represent for a whole year 990,000 francs.

According to the Minister of Public Works, M. Vanderstichelen, in his speech before the Belgian Parliament on the 7th of March last, the goods traffic on the Belgian State railways has increased since 1856 in the following proportion:—

——	Tons of Merchandise.*	Increase in Tons.
1856	2,545,000	—
1857	2,783,000	238,000
1858	3,190,000	407,000
1859	3,315,000	125,000
1860	3,678,000	363,000
1861	4,105,000	427,000
1862	4,276,000	171,000
1863	4,479,000	203,000
1864	5,251,000	772,000

* Metrical tons = 1,000 kilogrammes; British tons = 1,015 kilogrammes.

It thus appears that in eight years the goods traffic increased by 2,706,000 tons, or 106·32 per cent.

The gain of the public is represented by M. Vanderstichelen as follows:—

——	Total Reduction in Francs.	Per-centage Reduction upon the Fares of 1856.
	Francs.	
1857	668,000	5·240
1858	893,000	6·113
1859	1,060,000	6·987
1860	1,876,000	11·135
1861	2,217,000	11·790
1862	3,164,000	16·157
1863	3,762,000	18·340
1864	6,670,000	27·729
Total -	20,310,000	

There has been consequently a mean abatement of the cost of transport in eight years of nearly 28 per cent., while the abatement in the rates for some articles is as much as 80 per cent. Notwithstanding this great reduction, the receipts for heavy goods rose in eight years, from 1856 to 1864, from 10,971,000 francs to 16,738,000 francs, that is an increase of 5,767,000 francs, or 52½ per cent. The receipts from passengers, parcels, and miscellaneous sources increased from 12,183,000 francs in 1856 to 16,940,000 francs in 1864, or an increase of 4,757,000 francs, or 39 per cent. The total increase of receipts from all sources of traffic was therefore 10,524,000 francs, or an increase of 45·4 per cent.

Let us now see in what proportion the working expenses increased with this increase of traffic. In 1856 the working expenses were 14,811,000 francs, and in 1864 18,000,000 francs, the increase being 3,189,000 francs, or 21½ per cent.; that is, the working expenses only increased in somewhat less than half the ratio of the gross receipts. From 1856 to 1864 the sum of 31,078,000 francs was expended upon the capital account, chiefly on account of work which had nothing to do with the modification of the rates. The interest upon this sum at 5 per cent. would be 1,554,000 francs. The total increase of working expenses, inclusive of this outlay upon permanent works, was 4,743,000; this sum deducted from the gross increase of income leaves the net profit of 5,781,000 upon the whole increase since 1856, or 1,024,000 francs upon the increase of the traffic in goods alone. In a word, not only did the increase of traffic cover the loss from the reduction of rates upon the conveyance of goods, and which in 1864 represented nearly 28 per cent. of the gross receipts, or 6,670,000 francs, but it also yielded the sum of 4,743,000 francs to cover increased working expenses and interest upon capital expended upon permanent works, and left a surplus net revenue of 1,024,000 francs.

The following table enables us to compare the rates of 1856 with the new ones of 1864, and to better understand the reduction in the mileage rate, which is made according to distance:—

Distance in Leagues= 5 Kilomètres.	1st Class. Rate per Ton per Mile.		2nd Class. Rate per Ton per Mile.		3rd Class. Rate per Ton per Mile.		4th Class. Rate per Ton per Mile.	
	1856.	1864.	1856.	1864.	1856.	1864.	1856.	1864.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
5 [=15·5 miles]	2·2	2·2	1·88	1·88	1·57	1·57	1·57	1·25
10 [=31 miles]	1·88	1·88	1·56	1·56	1·25	1·25	1·25	0·94
15 [=46·5 miles]	1·78	1·78	1·47	1·47	1·15	1·15	1·15	0·78
20 [=62 miles]	1·73	1·73	1·41	1·17	1·09	0·90	1·09	0·62
25 [=77·6 miles]	1·69	1·69	1·38	1·0	1·06	0·75	1·06	0·52
30 [=93 miles]	1·67	1·67	1·36	0·89	1·04	0·65	1·04	0·46
35 [=108·7 miles]	1·65	1·65	1·34	0·80	1·02	0·57	1·02	0·41
40 [=124·2 miles]	1·64	1·64	1·33	0·74	1·01	0·52	1·01	0·38
45 [=139·77 miles]	1·63	1·63	1·32	0·69	1·0	0·48	1·0	0·35
50 [=155·3 miles]	1·63	1·63	1·32	0·65	1·0	0·44	1·0	0·33

It must be borne in mind that there was not a fourth class in 1856, and that the articles now included in it, as has been mentioned above, were then in the third class, hence the

reason why the column of fourth-class rates for 1856 is the same as that of the third class for 1856. In considering the reductions which have been made in the rates since 1856, it is essential to bear in mind the changes which have been made in the classification. Thus, for example, beet-root was formerly classed in the first class, and paid from 3·50 francs to 26 francs per ton for distances varying between the minimum distance of 5 leagues, or 15½ miles, to 50 leagues, or 155 miles; it is now in the fourth class, and pays for the same distances only from 2 francs to 5·50 francs. Lime, which in 1856 was in the second class, and paid from 3 francs to 21 francs, is now in the fourth class, and pays from 2 francs to 5·50 francs.

By the bill of the 7th of March 1865, Mr. Vanderstichelen proposes to apply the same principle of reduction, according to distance, to passenger fares. M. de Macar, the reporter of the committee on the bill, reported favourably upon the measure, and recommended the chamber to unanimously grant to the Minister of Public Works the vote of confidence which he asked for the reforms which he had effected in railway rates. He also stated that the parcel rates very much required reforming. At present those rates are better than ours, inasmuch as they are based upon the same principle as the postage of letters, namely, of charging the same sum for all distances. Thus, parcels weighing—

	frs.
Under 2 kilogrammes pay for any distance	0·50
Above 2 „ and under 5 kilogrs.	0·75
„ 5 „ „ 10 „	1·00
„ 10 „ at the rate per kilogr. of	0·10

These rates include delivery within three hours after the arrival of the train.

The Belgian Government have also endeavoured to make international contracts upon the principle of reduction according to distance. Rails, bar iron, sheet iron, &c., made at Liège, Charleroi, and other centres of the Belgian iron trade, have always been exported to Switzerland, but previous to 1860 Belgian coal does not appear to have ever been exported to that country. The cost of carriage per ton of coal from Charleroi to Basel, a distance of about 615 kilomètres, was fixed at 37 fr. 80 c., or about 0·95*d.* per ton per mile. It would appear that this rate was prohibitive. By a contract made between the Belgian Government and the directors of the Grand Luxembourg, the Gillaume-Luxembourg, and the French line de l'Est, the rate has, however, been reduced to 31 fr. 80 c., or about 0·80*d.* per ton per mile. By similar contracts the rates for pig iron and rails have been reduced about 27 per cent.

The rates at which transit goods are carried upon the line from the Prussian frontier town of Herbesthal to Antwerp are different from the internal traffic rates which have been described. Up to the year 1863 all goods were charged 1·03 fr. per 100 kilogrammes between the towns just named; but in 1863 the rate was reduced to 0 fr. 63 c. This rate was established upon the basis of 0 fr. 20 c. per ton-league, or 0·04 fr. per ton-kilomètre without distinction of weight or class, or about 0·62*d.* per ton per mile.

The French lines upon which reductions as great as those which have been made in Belgium have been partially tried are,—Paris to Bordeaux, Paris and the Mediterranean, the line de l'Ouest. On the Paris and Bourdeaux line, and the Nord. On the latter, coal is carried at the rate of 3½ centimes per ton per kilomètre. On the Paris and Bourdeaux line plaster of Paris is carried 577 kilomètres at the rate of 0·021 fr. per ton per kilomètre, or about 0·33*d.* per ton per mile. On the Paris and Mediterranean line it is carried from Charenton to Auxerre, 171 kilomètres, at the rate of 0·023 fr. per ton per kilomètre, or about 0·36*d.* per ton per mile. On the line de l'Ouest plaster of Paris, iron ores, &c. are carried from Argenteuil to St. Lô, a distance of 313 kilomètres, at the rate of 0·022 fr. per ton per kilomètre, or about 0·34*d.* per ton per mile.

It may be useful to add here the mean rates per mile at which goods and passengers are conveyed in some of the German States. They are calculated from those given in the Report of the French Railway Commissioners, published in 1863:—

RATES FOR GOODS.

	1st Class.	2nd Class.	3rd Class.
	d.	*d.*	*d.*
Grand Duchy of Baden	2·20	1·67	1·41
Wurtemberg	2·20	1·67	1·09
Bavaria	3·47	3·05	1·09
Austria	3 63	2·68	1·67
Eastern Prussia	2 20	1·67	1·41
Hanover	2·83	2·20	1·09
Rhenish Prussia	2·36	1·67	1·25

The first class comprises manufactured articles generally, colonial products, fish, manufactured tobacco, &c.; the second class, crude metals, ordinary machinery, wine, spirits, raw cotton, &c., leaf tobacco, &c.; the third class, coal, ores, and other minerals, building materials, pig iron, manures, &c.

PASSENGER FARES.

	1st Class.	2nd Class.	3rd Class.	4th Class.
	d.	*d.*	*d.*	*d.*
Grand Duchy of Baden	1·39	0·93	0·59	—
Bavaria	1·33	0·74	0·59	—
Austria	1·83	1·39	0·91	—
Prussia	1·55	1·16	0·77	0·38

It may also be useful to add the following facts taken from the same report, because they show in a striking way that whenever the rates are lowered the traffic increases.

During the ten years between the 1st January 1852 and the 31st December 1861 the number of kilomètre tons (that is, one ton carried one kilomètre) for each kilomètre of railway opened increased from 145,308 per annum to 452,442, and the corresponding receipts from 12,411 francs to 30,060 francs. During the same period the mean rate per ton per kilomètre fell from 0·0854 fr. to 0·0664 fr. Previous to the introduction of railways the mean rate per ton per kilomètre for the carriage of goods was according to M. Marqfoy, 0·249 fr.

During the same period the number of kilomètre passengers (that is, one passenger carried one kilomètre) per kilomètre opened, per annum, increased only from 262,866 to 315,427, and the corresponding receipts from 16,814 francs to 17,980 francs. The mean passenger fare in 1852 was 0·0639 fr. per kilomètre, and in 1861 0·0570 fr. This diminution in the mean fare was, however, entirely due to an increase in the number of second and third class passengers, the rate-fares for each class having remained sensibly constant since the introduction of railways, and are,—

0·10 fr.	per kilomètre for	first class.
0·075 fr.	„ „	second „
0·055 fr.	„ „	third „

These fares scarcely differ from those which were formerly charged by the Messageries for the *Coupé*, *l'Intérieur*, and *la Rotonde*. If we represent the kilomètre goods traffic and the kilomètre passenger traffic in 1852 each by 100, we shall find that while the former rose to 312, the latter only increased to 120. In the same way, while the receipts from goods traffic rose from 100 to 242, the passenger receipts only increased to 107; that is, while the goods traffic, upon which a considerable reduction had been made, increased 142 per cent. the passenger traffic, upon which no reduction was made, increased only 7 per cent. No doubt the goods traffic would have increased even if no change had been made in the rates of carriage; but there can be no doubt that a considerable part of the increase has been due to the reduction of the cost of transport.

APPENDIX AF.

COMMUNICATION from the LORD MAYOR of DUBLIN.

Mansion House,
Dublin, June 19, 1865.

The ROYAL COMMISSIONERS on RAILWAYS.

MY LORDS AND GENTLEMEN,

The attention of the citizens having been called to the communication made from the Commission to our Chamber of Commerce on subject of the present railway rates and charges in this country, I was presented with a requisition from a highly influential portion of the community to convene a public meeting to take into consideration the best mode of aiding the objects of the Royal Commission, and which requisition I deemed it my duty to comply with.

The meeting having been held on the 1st instant, I have the honour to enclose the resolutions passed at it, and beg to call your particular attention to the fifth resolution.

I am now requested by the Committee emanating from the public meeting above referred to and organized as the "Irish Railway Reform Committee," to state for the information of the Commissioners, that they have taken active means to aid the Commission, having held daily meetings in order to obtain and organize evidence, and also addressed circular letters to all the commercial bodies throughout Ireland, calling upon them to furnish evidence of the statements openly made as to the disabilities which surround and depress mercantile dealings, owing to the high rates and charges for goods and passengers on our railways, the same cause tending to retard the development of the resources of the country.

The foregoing action of the Committee has enabled them to furnish evidence to the Royal Commission, and the Committee respectfully submit, on the opposite side, the names and occupations of the gentlemen who are prepared to be examined in favour of a reduction of the railway tariffs, leaving it in the hands of the Commissioners to make such a selection from them as may be essential for the purpose of the inquiry, and I shall be glad if the wishes of the Committee can be assented to.

Permit me, in conclusion, to assure the Commissioners that the subject of railway reform has excited intense interest in this country, it being, in my opinion, and that of the Committee, one of the most important social questions that any Government could entertain, with a view to effect for Ireland (especially) the immense advantages of a cheap and well ordered system of railway transit, and its concomitant results.

I have the honour to remain,
My Lords and Gentlemen,
Your most obedient servant,
JOHN BARRINGTON,
Lord Mayor.

JOHN BARRINGTON (Lord Mayor of Dublin), merchant and manufacturer.
ALEXR. PARKER, wholesale merchant, Dublin.
JOHN GEORGE BOILEAU, do. do.
ALDERMAN J. W. MACKAY (Lord Mayor elect), Dublin, wholesale seed, &c. merchant.
JOHN BAGOT, Esq., Dublin, wholesale wine and tea merchant.
MARCUS GOODBODY, Tullamore, millowner and landowner.
HENRY R. PERRY, Dublin, grain, &c. merchant.
H. J. MACFARLANE, Dublin, Chairmain of the North Dublin Union, and extensive landowner.
ROBERT O'BRIEN, Dublin, cattle salesmaster.
J. D. MELDON, Dublin and Galway, solicitor and extensive landowner, in his own hands.
EDWARD FOX, Dublin, stock and share broker of thirty years' standing, largely interested in railway property.

IRISH RAILWAY REFORM MOVEMENT.

At a highly important and influential meeting, held by requisition, at the Mansion House, Dublin, on Thursday, 1st June instant, in order "to aid the Royal Commission "now sitting in London, and receiving evidence in regard "to the charges, rates, and management of Irish Railway "Companies, and to adopt such measures as may be "deemed advisable for carrying out the principles of the "Railway Act of 1844 (7 & 8 Vict., c. 85.), now about to "come into operation, in such manner as the state of "Ireland so urgently demands."

The Right Hon. the LORD MAYOR in the chair.

It was moved by Francis Codd, Esq.;
Seconded by Alexander Boyle, Esq., and resolved:—

"1st. That it is the opinion of this meeting that no measures would be better calculated to develope the resources of Ireland, and improve the social condition of the Irish people, than one whereby the present fares and railway charges would be reduced to a low and uniform rate, and unity of action be effectually established; provided, however, that any arrangement of the kind shall provide ample protection for the property of railway proprietors."

Moved by Jonathan Pim, Esq.;
Seconded by S. M. Greer, Esq.:

"2nd. That that the General Railway Act of 1844 (7 and 8 Vict. c. 85.), by which the Government is enabled, on certain terms and conditions, to deal with or purchase all railways thereafter to be constructed, presents one method of carrying out the above object."

Moved by Alexander Parker, Esq.;
Seconded by J. G. Boileau, Esq.:

"3rd. That the increased traffic which would be created by a uniform system of low rates, together with the considerable reduction of charges which would be effected by a less oppressive rate of interest on railway debt and by a consolidation of railway management, would, in the opinion of this meeting, more than compensate for any temporary loss arising from reduced rates."

Moved by Professor Sullivan;
Seconded by Edward Fox, Esq., J.P.:

"4th. That Her Majesty's Government having appointed a Royal Commission to institute inquiries with reference to the railway system of Ireland, it behoves the public to afford the Commission every possible assistance and information."

Moved by J. BOYCE, Esq., High Sheriff of the City;
Seconded by JOHN BAGOT, Esq.:

"5th. That the chairman, the secretaries, and the movers and seconders of resolutions, together with such other gentlemen as they may invite to join them, be appointed a committee to carry out the objects of this meeting."

The Lord Mayor was then moved from the chair, and the High Sheriff having been called thereto, on the motion of P. M'Evoy Gartlan, Esq., seconded by Mr. D'Arcy, T.C., the thanks of the meeting were given to his lordship for his kindness in presiding on that occasion.

The following provisional committee was appointed to carry out the objects of the meeting, viz.:—

The Right Hon. the Lord Mayor, Mansion House.
Francis Codd, Esq., Fleet Street.
Alexander Boyle, Esq., College Green, banker.
Jonathan Pim, Esq., 22, William Street.
J. G. Boileau, Esq., Bride Street.
Professor Sullivan, Cecilia Street.
Edward Fox, Esq., J.P., Dame Street.
J. Boyce, Esq., D.L., High Sheriff, 52, Upper Mount Street.
Alexander Parker, Esq., 46, Upper Rathmines.
J. Bagot, Esq., 28, William Street.
John Neville, Esq., C.E., Dundalk.
P. M'E. Gartlan, Esq., Mountjoy Square, East.
Sir John Gray, *Freeman's Journal.*
Alexander M'Clintock, Esq., 2, Rutland Square, West.
J. U. Burke, Esq., Farmers' Club.
Hugh Harris, High Sheriff, Armagh.
Captain Knox, *Irish Times*, Abbey Street.
John Collum, Esq., 40, Sackville Street, and Enniskillen.
Edward Pardon, Esq., T.C., *Farmers' Gazette.*
M. R. Ryan, Mayor of Limerick.
Henry Maunsell, Esq., M.D., *Evening Mail.*
Michael Dwyer, Esq., *Evening Post.*
H. J. MacFarlane, Esq., Hunstown, Mulhuddart.
Archibald M'Comas, Esq., Exchequer Street.
Alderman J. W. Mackay, Lord Mayor Elect.
Henry Robert Perry (Perry, Pim, & Co.), Burgh Quay.

The Committee having held a meeting at the Chamber of Commerce, on Wednesday, the 7th inst., the following resolution was passed:—

"That, for the purpose of defraying the necessary expenses incidental to the movement, a subscription list be opened, to which the public is invited to subscribe, in sums not exceeding 1*l.* each, to enable the Committee to promote the objects contemplated, and that public attention be called to the vast advantages of inducing the Government to interfere in whatever manner may seem best to them, to give the public the advantage of cheap, safe, and punctual transit for persons, goods, and cattle."

The following were appointed the Bankers to the movement:—

National Bank, Dublin, and its Branches;
Royal Bank, Forster Place.
Messrs. Boyle, Low, and Murray, College Green.

Alexander Boyle, Edward Fox, and John George Boileau, Esqrs., were appointed Treasurers.

E. BULLEN,
S. M. GREER, } Honorary Secretaries.
R. JACKSON, Assist. Sec.

Commercial Buildings,
12th June 1865.

IRISH RAILWAY REFORM.

The Committee organized for the above object sit daily at the Commercial Buildings, at 3.30, and invite co-operation from all parties capable of giving reliable information on the above subject.

R. JACKSON, Assist. Sec.
Commercial Buildings.

APPENDIX AG.

(*Given in by the Earl of Clancarty, Question* 6319.)

ABSTRACTS from the HALF-YEARLY REPORTS of the MIDLAND GREAT WESTERN RAILWAY, from July 1851 to June 1864, both inclusive, showing the Amount realized from Passengers, Goods, and Cattle Traffic, in each Half-Year, and distinguishing between the Returns for 1st, 2nd, 3rd, and 4th Class Passengers. Also Returns of Passenger Traffic and Revenue in each Year.

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE.—HALF-YEARLY RETURNS.

Date.	1st Class.	Amount.	2d Class.	Amount.	3rd Class.	Amount.	4th Class	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1851	11,916	3,946 14 2	34,955	8,356 13 8	41,130	5,410 7 1	43,435½	4,405 0 10	679 17 7	..	4,554 19 5	..	2,617 17 11
1852	13,490	4,197 10 10	37,608	8,667 5 1	48,051½	6,379 1 10	43,245½	4,838 12 5	633 8 4	..	6,487 0 4	..	3,700 2 3
1852	11,894½	5,509 18 11	34,205½	10,595 17 11	46,844½	7,500 11 0	43,204	4,854 16 2	1,065 11 11	..	7,206 5 11	..	5,181 3 5
1853	12,073½	4,697 18 4	33,005	9,140 2 11	51,446½	7,859 4 1	32,701½	4,670 1 10	617 0 3	..	8,363 2 0	..	4,461 3 1
1853	15,902	6,849 16 1	45,013	12,729 4 7	67,973½	10,395 8 8	36,348½	4,415 0 5	1,206 2 3	..	9,007 0 4	..	5,874 0 9
1854	17,013	5,167 1 4	43,077	8,338 17 4	76,411	11,317 14 6	18,261½	1,822 10 2	719 19 5	..	11,912 18 5	..	6,040 1 9
1854	21,030	6,179 7 6	47,546½	9,852 7 9	79,839½	10,811 15 8	31,644	4,122 6 3	1,116 3 8	..	12,192 18 5	..	7,852 15 11
1855	18,223	5,492 15 6	46,547½	9,113 12 0	71,757	11,206 7 7	11,550½	1,320 15 3	710 5 3	..	13,874 9 3	..	7,425 13 7
1855	22,946	7,110 14 7	54,530	11,133 1 2	84,863	12,829 7 0	27,133½	3,382 17 3	713 17 8	259 16 6	2,058 18 6	12,544 10 1	9,131 1 4

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, EXTENDED TO LONGFORD AND CAVAN.

Date.	1st Class.	Amount.	2d Class.	Amount.	3rd Class.	Amount.	4th Class	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1856	22,224	6,945 1 7	83,555½	10,165 10 1	86,838	13,859 17 8	18,431½	2,450 18 0	621 12 0	195 16 6	1,994 13 0	14,659 11 10	8,515 2 11
1856	28,319	9,138 9 10	67,853	13,467 12 1	102,952	15,172 19 5	32,869½	4,602 2 1	937 14 8	306 0 4	2,433 7 5	18,645 14 1	9,995 12 9
1857	24,029½	7,919 5 4	61,295½	11,114 11 4	101,174½	15,126 7 8	19,679½	2,865 11 1	1,032 14 0	268 8 6	2,322 15 3	19,445 7 4	8,711 18 0
1857	37,274½	9,199 7 4	66,806	13,048 14 6	99,353½	15,131 1 10	31,009½	4,307 0 9	1,023 0 3	223 18 6	2,579 3 6	19,115 18 10	8,841 7 9
1858	24,282	7,855 13 5	57,404	11,015 14 1	92,188	14,123 14 2	17,278	2,555 3 5	702 19 11	206 17 1	2,254 0 8	20,990 5 2	9,664 3 11
1858	28,804	9,722 1 10	61,446	13,073 16 5	105,191	13,972 0 4	30,175	4,064 8 11	956 4 4	256 10 0	2,545 16 2	21,408 14 0	9,212 18 4
1859	26,118	8,460 2 4	58,287	11,212 14 10	99,889	14,710 0 8	16,796	2,493 5 9	1,383 8 4	227 12 6	2,427 17 8	21,541 18 8	11,140 9 6
1859	30,553	10,355 12 10	67,146	13,059 11 2	103,608	14,327 19 9	29,793	4,362 18 10	1,023 17 3	246 13 0	2,777 11 4	22,398 4 9	11,114 6 6
1860	27,429	8,684 0 9	57,408	10,935 15 7	108,050	15,719 6 5	23,094	3,500 4 3	810 9 3	270 13 0	2,516 11 8	25,786 19 5	11,252 19 0

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, LONGFORD, CAVAN, BRANCH TO CASTLEREA.

Date.	1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1860	29,737	10,183 6 5	60,196	12,796 17 0	61,507	9,264 5 11	71,580	11,139 16 4	977 8 0	246 0 6	2,569 16 5	24,662 14 10	11,205 15 2
1861	23,837	8,630 5 5	52,753	11,278 16 1	48,354	7,946 10 7	59,113	10,818 9 8	651 11 4	186 19 8	1,902 9 6	29,009 6 0	10,663 12 9
1861	32,014	9,777 14 1	61,226	12,787 14 9	49,406	7,312 17 9	88,668	13,391 12 6	947 1 10	158 4 6	2,168 7 6	27,494 19 4	13,197 3 6
1862	22,837	8,044 9 3	49,383	10,278 18 6	43,797	6,583 1 11	63,248	10,951 6 8	970 4 4	162 14 6	2,037 13 2	30,175 11 0	10,993 10 2
1862	23,635	9,300 6 1	51,350	12,256 13 9	41,948	6,671 18 2	66,166	11,732 6 9	998 8 1	150 16 0	2,156 14 1	25,895 10 11	12,669 1 3

MIDLAND GREAT WESTERN RAILWAY.—DUBLIN TO ATHLONE, CAVAN, EXTENSIONS TO CLARA, SLIGO, AND CASTLEBAR.

Date.	1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1863	24,798	9,036 5 1	49,676	11,200 2 6	58,252	8,032 3 9	73,228	13,051 12 11	706 8 3	98 12 0	2,206 18 6	33,346 4 8	12,857 19 2
1863	28,037	10,260 5 3	60,642	13,231 15 8	63,264	7,823 10 1	85,235	14,460 9 0	1,125 12 7	137 6 2	2,447 15 8	27,277 4 7	14,824 1 8
1864	26,781	9,244 16 8	51,902	10,867 1 9	67,647	8,711 8 0	83,091	14,571 3 11	814 11 9	98 16 9	2,393 8 3	28,387 7 3	12,253 2 6

MIDLAND GREAT WESTERN RAILWAY.—ATHLONE TO GALWAY.—HALF-YEARLY RETURNS.

Date.	1st Clss.	Amount.	2d Clss.	Amount.	3d Clss.	Amount.	4thClss.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.	Years ended in June.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1851	4,215½	854 4 11	13,399	1,799 1 10	10,762½	1,123 3 2	11,127	943 13 8	148 11 6	..	1,227 5 7	..	178 3 10	541 6 7
1852	3,114	730 8 1	10,974½	1,491 5 3	10,048	1,143 16 9	12,684	879 17 6	71 4 10	46 10 6	301 10 1	2,152 15 4	363 2 9	
1852	6,518	1,270 10 3	19,367	2,447 4 8	15,562	1,650 0 8	10,806	1,072 11 1	225 17 11	..	2,483 14 3	..	601 12 6	1,091 0 9
1853	4,294	866 10 11	16,358	1,679 18 5	12,579	1,476 2 10	10,978	878 6 11	110 6 10	..	3,078 2 0	..	489 8 3	
1853	7,470	1,320 5 10	21,458	2,425 0 0	20,539	2,278 12 10	11,600	1,082 19 6	144 5 3	61 4 10	475 11 3	2,576 14 0	702 14 5	1,936 15 9
1854	3,384	560 15 0	15,592	1,828 1 4	15,942	1,875 18 0	5,734	659 12 0	83 10 3	30 1 0	287 13 9	2,953 9 3	694 1 4	
1854	6,245½	1,421 18 5	19,065	2,622 3 2	26,304	2,587 2 2	2,789½	154 19 7	147 8 3	63 5 6	354 9 10	2,937 17 2	942 17 3	1,93 0
1855	4,719½	1,058 13 11	16,983	2,259 14 2	17,696½	1,978 3 11	468	13 14 3	77 1 8	39 12 6	280 6 4	3,102 0 3	996 11 9	
1855	8,159	1,740 9 8	22,729	3,124 5 4	24,957½	2,737 4 2	3,288	154 15 3	142 3 8	56 16 0	438 7 0	3,580 9 5	1,127 8 8	
1856	5,318½	1,140 12 4	16,841½	2,131 10 11	19,204½	2,084 10 5	1,570	68 18 1	75 0 6	30 12 6	327 11 3	3,512 11 9	1,275 4 8	2,402 13 4
1856	8,905	1,782 5 2	23,579	3,035 3 3	24,924½	2,570 9 2	5,601½	268 19 6	143 5 6	48 14 0	396 10 9	3,648 17 8	1,110 15 1	
1857	6,041½	1,291 7 9	15,953½	2,009 17 8	22,937	2,460 12 2	4,102	201 4 0	246 8 7	32 17 6	362 14 9	4,169 14 4	1,244 17 4	2,355 12 5
1857	9,175	1,870 1 3	23,239½	3,035 17 3	28,489½	2,856 11 10	6,077½	305 9 11	232 15 1	44 8 0	438 6 7	3,678 2 9	1,010 9 4	
1858	5,950	1,225 18 11	15,276	1,947 6 4	21,717	2,154 13 0	3,835	182 19 0	95 14 1	25 4 8	313 7 1	4,647 16 11	1,424 13 7	1,435 2 10
1858	10,142	2,105 12 6	21,520	2,964 11 10	30,523	2,959 5 6	6,612	327 9 11	174 0 0	42 4 0	433 13 9	4,000 11 7	1,110 17 9	
1859	7,553	1,558 14 7	17,161	2,212 18 11	28,923	2,773 1 8	4,819	234 18 6	256 17 11	27 9 6	395 6 3	4,409 8 4	1,777 16 0	2,888 13 9
1859	11,031	2,260 0 0	21,873	2,968 19 11	34,066	3,226 7 10	7,754	387 17 9	200 12 9	43 5 6	499 7 1	4,320 13 5	1,366 12 9	
1860	7,867	1,628 10 8	16,787	2,152 8 9	29,491	2,855 18 2	6,291	325 10 0	187 6 1	35 6 6	449 16 2	4,680 15 1	1,562 9 7	2,929 2 4
1860	10,550	2,297 19 0	20,669	2,995 6 0	17,514	1,781 17 6	27,459	2,308 19 10	181 17 3	44 5 0	475 4 3	4,648 9 8	1,528 14 3	
1861	7,190	1,543 1 7	15,991	2,188 17 7	12,151	1,174 19 3	25,350	2,104 4 6	106 15 6	15 11 6	359 5 2	5,642 2 8	1,789 9 8	3,318 3 11
1861	9,474	2,055 5 1	20,861	2,930 8 8	13,514	1,212 15 9	26,386	2,261 7 1	182 16 4	44 16 6	403 1 1	4,111 12 8	1,839 2 5	
1862	6,468	1,326 18 1	16,549	2,127 18 5	8,796	790 2 2	18,887	1,695 11 8	80 3 7	17 5 9	328 17 7	4,503 5 0	1,653 14 8	3,492 17 1
1862	8,283	1,691 5 10	18,528	2,524 0 10	9,919	892 8 9	19,690	1,748 9 11	151 14 6	13 8 6	327 19 10	3,658 9 3	1,441 6 0	
1863	5,826	1,245 6 3	13,078	1,740 7 7	10,973	973 2 9	16,569	1,498 11 5	71 5 4	12 7 0	295 1 9	4,469 14 8	1,476 3 3	2,917 9 3
1863	8,469	1,792 12 3	17,601	2,462 13 5	15,521	1,231 12 2	18,248	1,712 9 1	156 5 7	25 11 0	363 14 0	3,520 14 7	1,698 16 5	
1864	5,284	1,173 19 0	11,085	1,520 16 0	14,541	1,252 18 3	17,415	1,668 3 7	66 1 2	8 3 0	382 7 0	3,786 0 9	1,521 15 1	3,220 13 6

MIDLAND GREAT WESTERN RAILWAY.—ATHENRY TO TUAM.

Date.	1st Class.	Amount.	2nd Class.	Amount.	3rd Class.	Amount.	4th Class.	Amount.	Horses.	Carriages.	Parcels.	Goods.	Cattle.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1860	876	118 2 0	1,541	146 17 8	1,334	81 13 8	7,710	292 0 8	1 17 0	..	15 18 4	121 6 9	141 8 7
1861	1,196	161 9 10	2,641	246 18 11	2,464	150 10 9	10,444	444 8 2	12 4 6	4 3 0	28 17 2	749 2 10	279 9 9
1861	1,376	189 10 3	2,829	274 6 10	2,370	146 16 5	10,194	430 3 8	11 18 0	3 8 0	33 1 0	551 5 11	221 16 4
1862	1,036	134 19 11	2,364	219 14 11	1,876	113 19 10	5,915	274 5 4	6 16 9	2 9 6	32 6 5	814 3 2	187 8 6
1862	927	121 5 3	2,536	237 0 5	1,964	119 7 7	4,423	213 13 6	6 5 4	0 13 6	31 4 5	424 14 1	150 4 11
1863	729	88 17 1	1,992	168 10 3	2,183	122 12 2	4,425	199 10 6	7 8 0	0 10 6	29 3 8	618 14 2	153 10 7
1863	1,204	134 17 1	3,166	238 5 11	4,253	219 13 2	4,022	177 1 6	6 6 6	2 3 0	30 5 2	364 12 9	183 6 11
1864	746	86 14 8	2,282	175 8 7	3,375	170 9 9	4,071	201 2 5	4 3 4	..	30 18 7	469 3 9	186 6 7

Number of Passengers of the Several Classes, and their Totals in each Year, from the Opening of the Railway from Athlone to Galway, with the Amount of Revenue from Passenger Fares in each of those Years, up to the 30th of June 1864.

To June 30,	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.*	1862.	1863.	1864.
1st Class - -	7,329	10,702	10,854	10,965	13,477	14,946	15,125	17,695	18,898	17,740	15,942	14,109	13,753
2nd Class - -	24,373	35,725	36,050	36,048	39,570	39,632	38,515	38,781	38,660	36,660	37,410	31,606	28,686
3rd Class - -	20,811	28,141	36,481	44,000	44,152	47,861	50,206	59,446	63,557	27,665	22,310	20,892	30,062
4th Class - -	23,811	21,284	17,334	3,258	4,858	9,703	9,912	11,431	14,045	52,809	45,263	36,259	35,663
Total Passengers -	76,324	95,852	100,719	94,271	102,057	112,142	113,758	127,353	135,160	134,874	120,925	102,866	108,164
Revenue - -	£8,965	£11,341	£12,031	£12,166	£13,191	£13,619	£13,609	£15,137	£15,806	£16,395	£14,400	£12,31	£12,915

* Passenger Fares raised in May of this year 10 per cent. † Traffic affected by opening of Great Northern Railway to Castlebar

A Like Return of Passengers and Revenue on the Line from Dublin to Athlone, from the period of Opening the Branches to Longford and Cavan, and including, in the Years ending in June 1863 and 1864, the additional Passenger Traffic upon the Sligo Extension.

To June 30,	1857.	1858.	1859.	1860.	1861.*	1862.	1863.†	1864.‡
1st Class - -	52,348	61,556	54,922	57,982	53,674	54,851	48,433	54,818
2nd Class - -	129,148	124,210	119,733	124,554	112,949	110,609	101,026	112,544
3rd Class - -	204,026	191,541	205,080	211,658	109,861	93,203	100,200	131,911
4th Class - -	52,549	48,287	46,589	52,887	130,693	151,916	139,304	168,326
Totals of Passengers -	438,071	425,594	426,324	447,081	407,177	410,579	389,053	467,599
Revenue - -	£79,497	£77,236	£77,708	£80,945	£83,058	£79,127	£81,281	£89,220

* Passenger Fares raised 10 per cent. in May and June terminating this year. † Extension to Sligo opened from 1st of January. Clara Junction opened on 1st of April. ‡ Liffey Branch opened on 1st of March.

STATEMENT of TRAFFIC on the GREAT SOUTHERN and WESTERN RAILWAY (Ireland). (*Alluded to by Mr. Haughton in his Answer to Question* 4493.)

When opened.	Years.	Miles open.	Ordinary Passenger Traffic. 1st Class. No.	1st Class. Amount.	2nd Class. No.	2nd Class. Amount.	3rd Class. No.	3rd Class. Amount.	1st Return. No.	1st Return. Amount.	2nd Return. No.	2nd Return. Amount.	Military Officers and Soldiers. No.	Military Officers and Soldiers. Amount.	Ex. Fares and Sundries.	Total Numbers of and Receipts for Passengers and Military. No.	Total Numbers of and Receipts for Passengers and Military. Amount.	Average Receipts per Mile of Railway for Passenger and Military. Amount.	Miles. Amount.
To Carlow, Aug. 4, 1846 - -	1846	55¾	19,166½	£ s. d. 4,861 13 4	42,774	£ s. d. 6,004 2 5½	81,058½	£ s. d. 6,532 11 6	Nil.	£ s. d. Nil.	Nil.	£ s. d. Nil.	977½	£ s. d. 76 13 7	£ s. d. 303 6 0½	143,976½	£ s. d. 17,778 7 4	£ s. d. 318 17 10¼	£ s. d. —
To Maryboro, June 28, 1847 -	1847	90¾	51,731½	13,765 11 8	111,218½	16,415 10 3	289,135	25,196 15 11	4,975½	1,254 18 5	16,385½	2,039 17 7	16,260½	2,825 18 5	728 19 6	489,706½	62,227 11 9	746 15 3	—
To B'brophy, Sept. 1, 1847 -																			
To Thurles, Mar. 13, 1848 -																			
To Limerick Junction, July 3, 1848	1848	130½	45,388½	18,603 13 2	112,196	26,849 3 4	242,284½	29,334 5 6¾	11,243	3,185 17 4	35,667½	6,001 13 6	31,785	7,045 5 9	748 15 2½	478,564½	91,768 13 10	757 2 0¾	—
To Mallow, Mar. 19, 1849 -																			
To Kilbarry, Cork, Oct. 29, 1849 -	1849	188¾	49,511	25,239 3 4	119,849½	34,774 15 6½	216,027½	33,407 13 3	13,057	4,968 6 8	32,183	7,652 18 4	14,886	3,175 13 10	832 17 11	445,514	110,051 8 10½	616 8 3¼	16,643 2 10
—	1850	188¼	51,342	28,437 4 7	115,650	36,369 8 10	245,379	42,296 19 6	12,856	6,037 14 6	32,648½	8,757 15 3	21,934½	5,965 16 0	940 15 8	479,810½	128,805 14 4	684 4 6½	37,537 0 9
—	1851	188¼	46,879½	26,381 7 4	114,206½	34,979 2 3	266,595¼	47,532 4 8	13,531	6,960 7 4	33,481	9,386 14 2	22,173½	6,757 0 1	989 15 10	496,867	132,986 11 8	706 8 8½	34,565 19 3
—	1852	188¼	54,404	30,102 0 5	116,343½	37,021 16 7½	263,599½	46,881 10 8	17,864	11,578 13 8	32,903½	10,436 14 7	30,812½	10,215 4 1	1,111 14 0	515,928	147,347 4 1	782 14 4¾	32,975 7 8
To Tullamore, Oct. 2, 1854 - -	1853	188¼	60,637	34,723 16 8	129,631	41,045 4 9	298,583	53,718 11 6	22,891	17,532 1 4	45,168	17,625 15 1	25,279	7,161 0 8	1,235 2 0	582,189	173,041 12 0	919 4 2¾	32,882 11 9
To Penrose's Quay, Cork, Dec. 3, 1855	1854	203¾	58,888	33,286 4 11	126,264	39,341 3 8	286,011½	48,381 17 2	15,909	9,212 13 11	34,805	10,438 17 5	45,352½	16,554 18 3	926 8 2	567,230	158,142 3 6	805 14 5	32,863 12 2
	1855	203¾	64,820½	37,608 16 6	159,680	50,713 14 3	278,410½	45,863 12 6	20,721	10,694 5 5	45,523	13,438 18 10	79,098	23,198 7 5	1,098 16 1	648,253	182,616 11 0	896 5 6¾	32,882 11 9
—	1856	203¾	69,809½	40,375 11 0	167,397	52,194 5 6	281,017	45,122 19 9	24,871½	12,716 13 3	53,163½	15,336 1 7	104,297½	26,578 5 3	982 11 4	700,559	193,306 7 8	948 14 10½	32,975 7 7
To Roscrea, Oct. 19, 1857 - -	1857	213¾	70,798	40,128 13 10	165,206½	50,580 17 2	290,829	45,071 15 4	26,246½	13,715 16 4	55,700	15,752 14 2	72,120	18,751 3 8	913 18 1	680,700	184,914 18 7	884 2 11	32,882 11 9
To Parsonstown, Mar. 8, 1858	1858	226	73,333	41,795 9 8	164,575½	49,409 9 11	286,757½	43,001 1 10	25,915	14,296 2 2	52,260	15,557 1 7	70,950½	16,663 7 6	973 13 8	673,792	181,696 6 4	803 19 3¾	30,071 13 0
To Athlone, Oct. 3, 1859 - -	1859	249½	80,870	45,758 19 2	162,223	48,792 14 2	329,854	47,473 10 11	30,474	15,614 10 2	50,490	14,774 19 8	69,183	16,072 12 3	1,313 17 8	724,094	189,801 4 1	797 6 8½	30,181 13 1
Amalgamation of Killarney Co., May 1, 1860 - - -	1860	329	85,668	49,121 12 11	173,573	52,431 15 10	402,549	59,265 0 11	29,295	16,249 5 5	51,266	15,643 5 8	69,797	16,916 0 6	1,911 1 1	812,148	211,538 2 4	642 19 5½	31,149 2 7
To Fermoy, May 17, 1860 - -																			
—	1861	329	87,112	49,254 7 0	167,139	51,879 14 1	442,446	61,432 12 10	33,429	19,009 6 7	53,699	17,166 13 4	44,660	11,515 1 11	2,919 15 9	828,485	213,177 11 6	647 19 1¼	30,861 12 11
—	1862	329	81,191	45,263 10 8	155,317	48,050 8 10	439,492	61,811 13 11	30,931	18,148 16 2	51,264	16,334 16 3	28,834	7,975 9 8	2,505 15 0	787,059	200,090 10 6	608 3 6½	30,911 12 11
I.S.E. Line, amalgamated July 1, 1863 - - -	1863	373½	82,239	45,436 6 0	152,670	47,519 13 3	464,881	66,932 17 0	34,088	20,772 17 4	54,082	18,215 12 10	36,375	9,586 4 10	3,244 2 2	824,335	211,707 13 5	601 17 1	31,054 12 7
To Nenagh, Oct. 5, 1863 - -																			
To Birdhill, June 1, 1864 - -	1864	387¼	80,264	45,695 16 10	151,104	48,007 11 11	486,995	69,160 7 0	36,360	23,391 5 8	52,460	18,332 4 8	43,156	12,116 6 8	3,004 15 1	850,339	219,708 7 10	567 7 1	31,209 15 11

(*Continued*).

When opened.	Years.	Miles open.	Parcels and Horses. Parcels and Ex. Luggage.	Horses, Carriages, and Dogs.	Average Receipts per Mile of Railway.	Coals and Goods. Coals. Tons.	Coals. Amount.	Goods. Tons.	Goods. Amount.	Average Receipt per Ton.	Average Receipt per Mile of Railway.	Cattle Traffic. Oxen.	Calves.	Sheep.	Pigs.	Total. No.	Total. Amount.	Average Receipt per Mile of Railway.	Total Receipts.	Total Average Receipt per Mile of Railway.	Dividend.
To Carlow, Aug. 4, 1846 - -	1846	55¾	£ s. d. 1,116 12 8½	£ s. d. 446 4 0	£ s. d. 28 0 8	Nil.	£ s. d. Nil.	708	£ s. d. 363 4 2½	£ s. d. 0 10 3	£ s. d. 6 10 3½	515	64	1,449	5,315	7,343	£ s. d. 268 5 6	£ s. d. 4 16 2¾	£ s. d. 19,972 13 9	£ s. d. 358 5 1	Interest.
To Maryboro, June 28, 1847 -	1847	90¾	3,455 3 8	2,421 12 3	70 13 0¾	Nil.	Nil.	24,534	9,027 0 4	0 7 3½	107 18 11¾	3,818	598	24,723	14,705	48,344	2,992 6 8	36 16 4½	80,123 14 8	962 3 8	¼ per cent.
To B'brophy, Sept. 1, 1847 -																					„
To Thurles, Mar. 13, 1848 -																					
To Limerick Junction, July 3, 1848	1848	130½	4,496 5 4	4,093 5 5	71 6 0¾	70	21 14 4	38,814	19,566 9 9	0 10 0¾	162 15 7	13,976	912	40,291	17,649	72,828	6,193 8 0	51 19 6½	126,139 16 8	1,043 3 2½	„
To Mallow, Mar. 19, 1849 -																					
To Kilbarry, Cork, Oct. 29, 1849 -	1849	188¼	5,498 19 5	4,494 0 1	55 17 5¾	2,261	1,057 0 5	57,211	26,386 5 7½	0 9 2¾	154 13 6	22,142	1,029	54,165	26,993	104,329	8,924 1 4	50 3 6¾	173,051 18 7	965 11 0	„
—	1850	188¼	6,910 0 4	4,047 0 8	58 4 1	7,696	1,860 5 0	73,418	31,938 19 6	0 8 4¼	179 10 10½	26,683	989	43,405	37,249	108,326	9,359 14 5	49 14 5	220,458 15 0	1,171 1 11	(3 in June.
—																					(3½ in Dec.
—	1851	188¼	7,160 19 2	3,894 10 10	58 14 6½	7,362	1,303 19 4	104,759	40,669 1 11	0 7 5¾	222 19 3¾	30,321	1,391	46,748	57,685	136,145	10,013 8 10	53 3 10	230,594 11 0	1,224 18 9	(3½ in June.
—																					(3¾ in Dec.
—	1852	188¼	7,263 16 4	4,647 11 11	63 5 5¾	7,507	1,354 6 3	119,818	45,775 0 5	0 7 4¾	250 7 1¼	35,231	3,975	57,210	79,744	176,160	11,500 12 0	61 1 10	250,863 18 8	1,332 12 2¾	(4 in June.
—																					(4½ in Dec.
—	1853	188¼	8,117 6 2	5,420 6 10	71 18 3	13,101	2,655 4 5	147,525	54,906 8 10	0 7 1¾	305 15 5½	40,577	6,308	77,891	77,782	202,558	13,126 1 5	69 14 6¼	290,149 11 5	1,541 5 11¼	4½ per cent.
To Tullamore, Oct. 2, 1854 -	1854	203¾	7,881 18 7	5,332 16 5	67 10 7	15,635	2,784 8 10	161,219	64,642 5 8	0 7 7½	344 9 8	49,216	7,816	111,782	95,071	263,915	16,495 15 10	84 0 3	388,143 1 0	1,469 12 6¾	4 „
To Penrose's Quay, Cork, Dec. 3, 1855	1855	203¾	8,503 2 9	6,377 3 2	73 0 7½	18,003	3,385 17 7	188,316	83,229 16 4	0 8 4¾	425 2 1¾	56,403	9,902	138,470	115,841	320,316	19,783 8 8	97 1 11	436,778 11 3	1,652 18 0¾	5 „
	1856	203¾	9,346 15 4	6,672 8 7	78 12 5	18,487	3,497 11 11	196,786	88,218 18 11	0 8 6¼	450 2 10	62,596	9,293	155,812	114,914	342,615	21,367 6 1	104 17 4¼	455,384 16 1	1,744 4 4¼	6 „
To Roscrea, Oct. 19, 1857 -	1857	213¾	8,971 19 11	6,861 1 11	75 16 10½	20,888	3,613 7 2	220,971	79,100 6 11	0 6 10	396 8 8¾	72,554	10,829	196,868	102,730	292,981	19,658 18 9	94 9 7¾	336,003 5 0	1,608 9 8¾	5 „
To Parsonstown, Mar. 8, 1858	1858	226	9,345 3 7	7,369 18 2	73 19 2½	25,967	4,253 16 6	238,185	80,260 1 11	0 6 5½	373 19 1	89,975	8,864	108,355	145,021	352,215	22,005 17 7	97 7 5	385,002 17 1	1,482 6 3	5 „
To Athlone, Oct. 3, 1859 -	1859	249½	10,092 9 1	8,238 14 3	77 6 1½	29,051	5,501 0 1	237,064	98,205 14 10	0 7 9½	436 15 7	81,086	7,193	128,119	161,227	377,625	24,520 16 9	103 12 4½	366,541 12 1	1,542 4 8¾	5 „
Amalgamation of Killarney Co., May 1, 1860 - - -	1860	329	10,658 11 8	8,631 12 10	58 12 7¾	45,343	8,534 7 10	265,776	116,534 5 8	0 8 0½	380 2 9	82,208	6,697	124,812	153,047	366,764	24,508 9 8	74 9 10½	411,554 12 7	1,256 18 6	5 „
To Fermoy, May 17, 1860 - -																					
—	1861	329	10,583 2 11	7,872 4 8	56 1 10½	56,387	11,062 3 9	292,865	127,782 5 2	0 7 11½	422 0 4½	98,640	5,978	124,263	159,370	387,251	27,116 16 7	82 8 5¼	428,455 17 6	1,302 5 11½	5 „
—	1862	329	11,390 8 3	7,198 9 10	56 10 0	56,933	11,181 5 9	308,277	132,741 6 3	0 7 10½	437 9 1	111532	7,573	127,416	148,987	395,508	29,769 8 11	90 9 8	423,283 2 5	1,286 11 5¾	5 „
I.S.E. Line, amalgamated July 1, 1863 - - -	1863	373½	12,119 13 7	7,827 2 5	56 17 5½	49,482	9,282 6 7	284,253	124,492 10 8	0 8 0	382 1 9	103330	7,011	120,089	160,578	391,008	31,588 13 3	90 7 8	428,072 12 6	1,219 17 11	(4½ in June.
To Nenagh, Oct. 5, 1863 - -																					(4¼ in Dec.
To Birdhill, June 8, 1864 - -	1864	387¼	12,723 16 10	8,054 4 6	53 13 1½	49,392	9,318 3 5	268,410	125,148 9 6	0 8 3½	347 4 8¼	85,052	11,987	111,977	177,153	386,169	30,341 15 0	78 7 0¼	436,495 13 0	1,127 3 4	4¼ per cent.

Appendix AJ.

List of Irish Railway Companies incorporated previously to 1855, who obtained Powers to make New Railways and to raise Capital for the Construction of the same in 1855 and subsequent Years; the Length of such Lines and Capital authorized, together with the Length of such Lines opened for Traffic at 31st December 1864.

Name of Company.	In 1855.		In 1856.		In 1857		In 1858.		In 1859.		In 1860.		In 1861.		In 1862.		In 1863.		In 1864.		Length opened at 31st December 1864 of Lines authorized 1855 to 1864.	Capital raised (including Loan) between 1st January 1855 and 31st December 1864.	Remarks
	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).			
	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	
Bagenalstown and Wexford	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	Abandoned.		- -	- -	- -	- -	- -	- -	- -	- -	- -	No return received to 1864.	
Belfast and County Down	32 39	403,966	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	32 11	341,159	
Belfast and Northern Counties	- -	- -	- -	- -	- -	- -	- -	- -	0 45	17,000	- -	- -	- -	- -	- -	- -	- -	- -	0 34	- -	0 44	292,233	62 miles of line sanctioned previously to 1855 were also opened during this period.
Cork and Youghal	6 57	66,000	1 46	- -	- -	- -	- -	- -	- -	- -	- -	- -	1 4	60,000	- -	- -	- -	- -	- -	- -	8 13	420,431	24 miles do. do.
Dublin and Drogheda	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12 58	- -	- -	- -	- -	- -	- -	- -	- -	- -	12 60	215,087	
Dublin, Wicklow, and Wexford:—																							
Extension at Dublin	- -	- -	- -	- -	0 8	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	49 68	1,022,969	18 miles do. do.
Gorce Extension	- -	- -	- -	- -	- -	- -	- -	- -	31 10	266,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -			
Enniscorthy Extension	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	18 62	133,300	- -	- -	- -	- -	- -	- -	- -	- -			
Shillelagh Branch	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	*16 46	193,300	- -	- -	- -	- -	- -	- -			* Opened in 1846.
Wexford Extension	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15 16	200,000			
Great Southern and Western:—																							
Tullamore to Athlone	- -	- -	- -	- -	23 62	160,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	23 59	1,306,172	62 miles of line sanctioned previously to 1855 were also opened during this period.
Roscrea to Birdhill	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	31 45	280,000	- -	- -	- -	- -	- -	- -	31 34		
Irish North Western:—																							
Dundalk and Enniskillen Extension	7 34	120,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7 34	626,321	37 miles do. do.
Extension to Enniskillen	- -	- -	- -	- -	0 24	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 24		
Clones and Cavan and Beltarbet Branch	- -	- -	- -	- -	- -	- -	- -	- -	19 19	130,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15 10		
Tramway at Dundalk	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 42	- -	- -	- -	- -	- -	- -		
Quay Branch	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 22	- -	- -	- -	- -		
Londonderry and Lough Swilly:—																							
Buncrana Extension	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6 27	26,000	- -	- -	- -	- -	- -	- -	5 75		No returns received for 1863.
Extension to Londonderry	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 41	26,600	- -		
Midland Great Western:—																							
Sligo Extension	- -	- -	- -	- -	59 62	773,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	57 73	1,740,221	51 miles do. do.
Streamstown and Clara Junction	- -	- -	- -	- -	8 00	106,960	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7 20		
Leffey Branch	- -	- -	- -	- -	- -	- -	- -	- -	2 78	66,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2 78		
Newry and Armagh	- -	- -	- -	- -	19 51	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	17 71	115,183	
Newry, Warrenpoint, and Rostrevor	- -	- -	- -	- -	0 36	26,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 36	15,685	
Portadown, Dungannon, and Omagh	- -	- -	- -	- -	27 29	133,000	- -	- -	- -	- -	0 34	- -	- -	- -	- -	- -	- -	- -	- -	- -	27 53	411,677	13½ miles do. do.
Auchnacloy Branch	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	11 77	99,000	- -	- -	- -	- -	- -	- -	- -		
Ulster Armagh to Monaghan	16 55	200,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	16 3	590,589	
Monaghan to Clones	- -	- -	- -	- -	- -	- -	- -	- -	12 62	265,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12 70		
Waterford and Limerick	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	0 22	66,000	- -	- -	0 22	33,000	- -	- -	- -	- -	0 22	249,365	
	63 25	789,966	1 46	- -	139 32	1,198,600	- -	- -	66 54	744,600	32 16	199,300	50 73	465,600	0 64	33,000	16 68	193,300	16 11	226,600	330,58	7,377,092	

ABSTRACT.

	Length authorized. M. CH.	Capital authorized between 1st January 1855 and 31st December 1864. £
In 1355	63 25	789,966
1856	1 46	—
1857	139 32	1,198,600
1858	—	—
1859	66 54	744,600
1860	32 16	199,300
1861	50 73	465,600
1862	0 64	33,000
1863	16 68	193,000
1864	16 11	226,600
	387 69	
Of which has been opened	320 58	
Leaving unopened	57 11	

£3,850,666 amount authorized.
£7,377,092 amount raised by 12 of the above Companies between 1st January 1855 and 31st December 1864.

APPENDIX AK.

LIST of IRISH RAILWAY COMPANIES INCORPORATED in 1855 and in each succeeding Year, showing the LENGTH of RAILWAY and CAPITAL AUTHORIZED in each Year, the LENGTH OPEN at 31st December 1864, and CAPITAL RAISED to the same Date.

NAME OF COMPANY.	In 1855.		In 1856.		In 1857.		In 1858.		In 1859.		In 1860.		In 1861.		In 1862.		In 1863.		In 1864.		Length opened at 31st December 1864.	Capital raised at 31st December 1864.	REMARKS.
	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).	Length authorized.	Capital authorized (including Loan).			
	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	M. CH.	£	
Athenry and Ennis Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	35 74	266,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	50,374	
Athenry and Tuam	- -	- -	- -	- -	- -	- -	15 35	120,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15 36	91,673	
Banbridge Extension	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12 0	120,000	- -	- -	- -	- -	- -	- -	- -	43,465	
Banbridge, Lisburn, and Belfast	- -	- -	- -	- -	- -	- -	15 12	199,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15 9	175,082	
Belfast Central	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	*7 74	199,000	- -	- -	- -	- -	- -	- -	5 14	460,000	- -	500	
Belfast, Holywood, and Bangor	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15 16	166,500	- -	- -	- -	- -	- -	- -	- -	- -	- -	143,584	*Opened in March 1865.
Carrickfergus and Larne	- -	- -	- -	- -	- -	- -	- -	- -	11 3	60,000	- -	- -	- -	- -	- -	- -	- -	26,600	- -	- -	15 35	118,166	
Cork and Kinsale Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	17 23	138,000	- -	- -	- -	- -	- -	- -	- -	- -	10 65	60,460	
Cork and Limerick Direct	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	23 68	160,000	- -	- -	- -	- -	- -	- -	17 24	115,295	
Cork and Macroom Direct	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	34 45	353,300	- -	- -	- -	- -	- -	- -	- -	58,490	
Downpatrick and Newry	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	18 41	160,000	- -	- -	- -	- -	- -	- -	- -	10,098	
Dublin and Antrim Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	26,665	
Dublin and Baltinglass Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,272	
Dublin and Meath	- -	- -	- -	- -	- -	- -	35 26	305,000	- -	- -	- -	- -	- -	- -	- -	60,000	- -	- -	23 20	240,000	- -	416,753	
Dundalk and Blackrock	Abandoned.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	100,000	35 35	- -	Line abandoned.
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	14 43	333,000	- -	2,770	
Dublin Trunk Connecting	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8 43	340,000	—	—	
Dundalk and Greenore	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	11 35	146,000	- -	- -	- -	738	
Enniskillen, Bundoran, and Sligo	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	35 60	236,000	22 19	200,000	- -	- -	- -	- -	- -	100,384	
Finn Valley	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13 1	80,000	- -	- -	- -	- -	- -	- -	- -	- -	13 12	63,623	
Great Northern and Western:																							
Athlone to Castlereagh	- -	- -	- -	- -	34 24	320,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	34 30	} 485,318	
Castlereagh to Castlebar	- -	- -	- -	- -	- -	- -	- -	- -	37 35	133,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	37 36		
Castlebar to Westport	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13 14	85,000	- -	- -	- -	- -	- -	- -	- -		
Extension to Ballina	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	20 55	120,000	- -	- -	- -	- -	- -		
Kilkenny Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	*25 12	186,000	17 6	80,000	- -	- -	- -	- -	- -	- -	- -	120,508	*19 miles opened in 1865.
Kilrush and Kilkee and Poulnasherry Reclamation.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7 47	69,000	- -	20,000	- -	- -	- -	- -	- -	- -	- -	60,000	
Letterkenny	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	18 29	133,300	- -	- -	- -	- -	- -	- -	- -	- -	- -	51,698	
Limerick and Castleconnell	5 61	33,000	- -	- -	- -	- -	7 33	49,333	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13 10	81,826	
Midland Counties and Shannon Junction.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	21 36	153,300	- -	- -	- -	- -	- -	- -	- -	61,333	
Newcastle (County Down)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2 79	26,600	- -	- -	- -	- -	No Return.		
Newry and Greenore	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	14 70	202,600	- -	- -	- -	7,946	
Parsonstown and Portumna Bridge	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12 10	86,600	- -	- -	- -	- -	- -	- -	- -	13,276	
Parsonstown and Portumna Bridge Extension.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1 33	32,000	—	—	
Rathkeale and Newcastle Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10 10	66,600	- -	- -	- -	- -	- -	- -	No Return.		Notice given to open, 1865.
Sligo and Ballaghadorreen Junction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	9 43	53,300	- -	- -	- -	1,750	
Waterford and Passage	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8 71	80,000	0 11	26,600	—	—	—	—	
Waterford and Wexford	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	32 51	440,000	—	—	
West Cork	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	33 16	266,666	- -	- -	- -	- -	- -	- -	- -	- -	No Return.		Notice given to open part, 1865.
TOTAL	5 61	33,000	- -	- -	34 24	320,000	73 26	673,333	48 38	193,000	173 52	1,495,466	198 50	1,551,400	54 64	486,600	35 79	455,100	85 44	1 885,000	207 52	2,364,047	

ABSTRACT.

	Length authorized. M. CH.	Capital authorized. £
1855	5 61	33,000
1856	—	—
1857	34 24	320,000
1858	73 26	673,333
1859	48 38	193,000
1860	173 52	1,495,466
1861	198 50	1,551,400
1862	54 64	486,600
1863	35 79	455,100
1864	85 44	1,885,000
	710 38	7,092,899
Of which has been opened	207 52	2,364,047 of which has been raised.
Leaving unopened	502 66	4,728,852 to raise.

Appendix AL.

Port and Trade of Waterford.

(Referred to by Mr. Delahunty in his Answer to Question 5036.)

Town Hall, 10th February 1865.

The Mayor of Waterford requests a meeting of the citizens, merchants, traders, and others interested in the trade and port of Waterford and the preservation and development of the traffic with England and Wales, on Thursday, the 19th February next, at one o'clock, to receive the report of the Committee appointed at the meeting held at the Town Hall, on the 23rd of December last, to inquire into and report to a future meeting as to the best means that should be adopted to promote, protect, and develop the trade and commerce of Waterford, and to take the necessary action thereon.

Report of Committee.

At a meeting convened by the Mayor, and held at the Town Hall, on Friday, the 23rd December 1864, of the merchants, traders, and others interested in the trade and port of Waterford, to consider the effect the traffic arrangements of our local railways and steam-boats may have on the trade and commerce of Waterford,

The Mayor of Waterford in the Chair.

The heads of through traffic arrangements entered into by the Great Southern and Western Railway, the Waterford and Limerick Railway, the Cork and Limerick Direct Railway, the London North-western Railway, the Waterford Steamship, the Cork and Liverpool Steamship, and the City of Dublin Steamship companies, for carrying goods at equal rates from the Limerick and Tipperary districts, by the ports of Dublin, Cork, and Waterford, to Birmingham and all parts of England north of Birmingham, *viâ* Liverpool or Holyhead, were read, and which arrangements are as follow:—

"1. Agreement to carry goods.

"2. Rates to be the same by all routes.

"3. Through rates to be available by all the routes, viz., *viâ* Cork, *viâ* Dublin and Liverpool, *viâ* Waterford, and *viâ* Dublin and Holyhead.

"4. Receipts derived from traffic to and from the following places, viz.: Limerick, Limerick Junction and Tipperary, with Liverpool and stations in England north of Birmingham (Birmingham inclusive), to form a common fund, to be dealt with as under:

"As respects traffic through Liverpool, the proportion due to the railway distance in England to be paid to the London and North-western Company.

"As respects traffic *viâ* Holyhead, after deducting from the gross receipts the proportions on the Irish mileage, and 138 miles of the distance from Dublin to destination, the remainder to be paid to the London and North-western Company.

"The residue, that is to say, the earnings by all the routes, as between the three places mentioned, and Liverpool by the steam-packet routes, and a point 138 miles from Dublin *viâ* Holyhead, say Holywell station, such earnings to include the proportions due upon any through traffic carried by any of the parties hereto in connexion with any other companies or carriers in England, *viâ* Liverpool and *viâ* Holyhead, and also the earnings upon the carryings of the City of Dublin Company, or London and North-western Company, in connexion with the Grand Canal Company of Ireland, to be divided amongst the companies in manner following, it being understood that the Cork route has an interest in the traffic to and from Limerick only:

"The companies carrying the traffic to be credited with 40 per cent. of the earnings, as working expenses.

"50 per cent. of the remainder to belong to the railway and steam companies owning the routes *viâ* Waterford and *viâ* Cork, to be sub-divided between them in such proportions as they may agree upon.

"50 per cent. to the companies owning the routes *viâ* Dublin and Liverpool and *viâ* Dublin and Holyhead, to be sub-divided between them as follows; viz., 50 per cent to the railway companies up to Dublin; 25 per cent. to the City of Dublin Company, and 25 per cent. to the London and North-western Company, in respect of their mileage upon the before-mentioned 138 miles.

"Settlements in the Irish clearing house.

"Unconsigned traffic from Great Southern and Western Line, for Liverpool, to be given City of Dublin Company; other places common to City of Dublin Company and London and North-western Company to be divided; the City of Dublin Company handing such traffic, and all other unconsigned traffic, to the London and North-western Company at Liverpool.

"The Cork and Waterford Steam Companies to hand to the London and North-western Company at Liverpool all traffic not specially consigned. In like manner, City of Dublin Company and London and North-western Company to give all unconsigned traffic to the Great Southern and Western Company.

"No allowance to be given to induce any party to send by a particular route,

"The through rates in no case to exceed the sum of the local rates.

"In the division no company to get more than their local rate for the time being for similar traffic.

"Waterford and Limerick Railway Company, Cork and Limerick Direct Railway Company, undertake that all traffic consigned through them by other routes than *viâ* Liverpool or Holyhead, between places in England and the places in Ireland to which this agreement refers, shall not be booked through, and shall be charged the local rates.

"The London and North-western Company, upon the demand of the Great Western Company, or of any of the parties to this agreement, will concur with the Great Western Company in making through rates to stations upon that railway.

"Arrangements to be in force for twelve months certain, and to continue after, until three months' notice by one of the parties."

N.B.—These arrangements came into operation in September 1864.

It was thereupon proposed by James Delahunty, Esq., seconded by John A. Blake, Esq., M.P., and unanimously resolved:—

"That a committee be appointed to inquire into and report to a future meeting as to the best means that should be adopted to promote, protect, and develop the trade and commerce of Waterford, viz., the mover and seconder, the Mayor, Messrs. William Malcolmson, Edmond Power, J.P., John Mackesy, J.P., Samuel T. Grubb, J,P., Henry F. Slattery, T.C., Pierce Cox, Ald., Joseph Fisher, F. G. Bloomfield, J.P., John O'Brien, John Hudson, William Johnson, J.P., Patrick J. Dowley, T.C., Patrick A. Power T.C., Thomas F. Strange, T.C., Thomas B. Prossor, T.C., Abraham Denny, Ald., Daniel Carrigan, with power to add to their number.

"The following were subsequently added to the committee:—The Earl of Bessborough, Rev. J. T. Medlycott, Messrs. Joseph O'Dwyer, T.C., Richard O'Donnell, J.P., Andrew Ryan, Ald., and Charles Newport, J.P."

At a meeting of the committee, held on Thursday, the 5th of January 1865, the Mayor in the chair, the following resolutions were unanimously agreed to:—

"That the directors of the Waterford and Limerick Railway Company be asked to furnish to this committee a copy of all existing through traffic arrangements made by them with the London and North-western and other railway and steamboat companies, and also copies of any through traffic arrangements made in and since the year 1857, with their dates.

"That a deputation, consisting of the Mayor, Messrs. John A. Blake, M.P., Edmond Power, John Mackesy, James Delahunty, Daniel Carrigan, F. G. Bloomfield, and S. T. Grubb, do wait upon the Board of Directors in reference to same, and inquire how far the company are at liberty to make through traffic arrangements with the Great Western Railway Company."

A copy of the foregoing having been sent to the railway company, the following reply was received on Monday, the 30th of January:—

"Waterford and Limerick Railway, Secretary's Office at Limerick Terminus, January 28th, 1865.

"Port and Trade of Waterford.

"Sir,—With reference to the resolutions received from you herein, I now beg to advise that my directors will have pleasure in receiving the deputation named on Wednesday next (1st proximo), at our Waterford Terminus board-room, at noon, say, for the purpose of discussing with them the best practicable means of developing the trade and commerce of Waterford. As to furnishing copies of all our through traffic arrangements, made in and since 1857, my

board regret having to decline until they are in a position to know how far such divulging of affairs pertaining to management of a private property may be acceptable to the general body of shareholders.

"I am, sir, your obedient servant,

"T. Ainsworth, Secretary.

"The Right Worshipful the Mayor of Waterford."

The deputation waited upon the board at the time appointed, and at the interview they were informed,

"That the board of directors did not deny the correctness of the heads of arrangements as read at the Town-hall meeting.

"That they were in operation and acted on since Jaunary 1864, although not regularly executed and signed for some months later.

"That the board did not consider these arrangements as injurious to the port and trade of Waterford, and it was stated in evidence thereof, that the traffic for the half-year ending the 31st December 1864, showed a carrying in goods of 49,000 tons, as against a similar traffic in 1863 of 45,000 tons; and further they would join in trying to develop and increase the traffic and commerce of Waterford."

The committee having again met on Friday, the 10th of February, the Mayor in the chair, and having taken the several matters into consideration are of opinion, from the information received, that the heads of through traffic arrangements, as read at the meeting of the 23rd December last, are true and correct, and have been in operation during the year 1864.

That this committee, with all respect for the opinions of the directors, considers these arrangements to be well calculated to divert the traffic of the districts to England, *viâ* Dublin, and vitally injure the trade and commerce of Waterford and the southern communications.

The committee submit that in 1859, when a measure also calculated to divert the traffic was proposed by the then Waterford and Limerick railway directors, it was strenuously and effectively resisted by Waterford and the south, and they recommend that resolutions similar to the following, which were then agreed to, should now be adopted:—

"At a public meeting of the citizens of Waterford, held in the Town Hall on Friday, the 9th day of December 1859, convened by the Mayor on requisition, for the purpose 'of considering the effect of a Bill respecting the 'sale of the Waterford and Limerick Railway to the Great 'Southern and Western Railway Company, about being 'introduced in the next session of Parliament,' the Right Worshipful John Mackesy, M.D., Mayor, presided, and the following resolutions were unanimously adopted:

"Moved by Joseph Fisher, Esq., and seconded by Dr. Wm. Carroll, T.C.:

"'*Resolved*, That James Delahunty, Esq., do act as secretary to the meeting.'

"Moved by William Malcolmson, Esq., and seconded by John A. Blake, Esq., M.P.:

"'*Resolved*, That finding the Directors of the Waterford and Limerick Railway Company have, by the casting vote of their chairman, agreed to recommend the sale of that line to the Great Southern and Western Company, we hereby express our decided conviction that such a measure, by placing a monopoly in the hands of one powerful company, would prove injurious to the port and trade of Waterford, as well as to the interests of the south of Ireland generally, tending as it manifestly does, to the centralising of the trade to Dublin.'

"Moved by Thomas W. Jacob, Esq., and seconded by Thomas Murphy, Esq. (mayor elect):

"'*Resolved*, That any Bill introduced into Parliament for this object shall, for the reasons above stated, receive our strenuous opposition, and that a committee be now appointed to obtain the requisite funds for defraying the necessary expenditure; and that they solicit grants for this purpose from the corporation and other public bodies in the city, whose interests will be affected by the proposed measure, and that they report to an adjournment of this meeting; the committee to consist of the following gentlemen:

The Mayor.	J. D. Lapham.
The Mayor elect.	T. W. Jacob.
General Roberts.	Ald. Mackesy, J.P.
W. Malcolmson.	Ald. Ryan.
James Delahunty.	Ald. Davis, J.P.
John A. Blake, M.P.	Colonel Roberts.
Sir H. W. Barron, Bart.	Doctor Carroll, T.C.
Edward Roberts.	H. Gallwey, T.C.
Henry White.	J. Fisher.
John Power, J.P.	C. Redmond, T.C.
J. S. Richardson.	T. B. Prossor, J.P.
Charles Ambrose.	Capt. Johnson (City High Sheriff elect).
P. Cox, T.C.	Edmond Power, J.P.'
A. Denny.	

"Moved by James Delahunty, Esq., and seconded by Col. Roberts:

"'*Resolved*, That the Bank of Ireland be requested to act as treasurer to the funds to be subscribed.'

"Moved by J. S. Richardson, Esq., and seconded by Henry White, Esq.:

"'*Resolved*, That the members for the city of Waterford, Michael D. Hassard and John A. Blake, Esqrs., and the members for the county, the Hon. Walter C. Talbot and John Esmonde, Esq., and other members for the south of Ireland whom the committee may think proper to address, be requested to afford their assistance in giving strenuous opposition to the proposed measure.'

"Moved by Abraham Denny, Esq., and seconded by Henry Davis, Esq., J.P.:

"'*Resolved*, That the committee be requested to communicate, either by deputation or correspondence, with the other towns connected with the Waterford and Limerick Railway, and also with the Great Western Railway Companies of England and the South Wales Railway, asking them to co-operate in opposing a measure so injurious to our common interests.'

"John Mackesy, M.D., Mayor, Chairman.

"James Delahunty, Secretary."

They further recommend that a permanent standing committee should now be appointed to take immediate action for the preservation and development of the traffic of the southern routes, and invite, for that purpose, the co-operation and combination of all parties interested therein at both sides of the channel.

(Signed) John Lawler, Mayor, Chairman.

Preservation and Development of Traffic between Great Britain and Ireland by the Southern Communications.

At a Meeting of the Directors of the Waterford and Kilkenny Railway Company held on Tuesday, the 10th of January 1865,

James Delahunty, Esq., in the Chair,

It was moved by Edmond Smithwick, Esq., Mayor of Kilkenny, seconded by Michael Cahill, Esq., and resolved:—

That the through traffic arrangements lately made by the London and North-western Railway Company with Southern Railway and Steam Boat Companies, are eminently calculated to divert and draw the traffic of the south of Ireland to and from England, *viâ* Dublin, and thence by Liverpool and Holyhead, and thereby damage and eventually destroy the direct communications between the south of Ireland and these ports.

That such diversion and withdrawal of traffic from the southern routes is effected by the facilities afforded in conveying traffic to all the principal manufacturing and business towns in England, *viâ* Dublin, there being at least an average sailing from that port of four steamers per day with goods traffic to Liverpool or Holyhead, and which facilities obtain and secure a preference for the Dublin line when goods are carried by all routes at equal rates.

That the preservation and development of the southern traffic communications between Great Britain and Ireland equally affect the interests of the trading communities at both sides of the Channel, particularly the south and south-east of Ireland, South Wales, and the west and south-west of England, and we therefore deem it necessary to call upon the municipalities, the railway and other companies interested, to adopt such timely measures as may be considered necessary to preserve the existing traffic, and also open up and develop other channels of trade and traffic that are now closed to the southern ports.

That a copy of these resolutions be forwarded to all parties interested, and their co-operation and assistance be respectfully and earnestly solicited.

That the Waterford and Limerick Railway Board be solicited to unite with us in promoting and effecting the foregoing objects.

James Delahunty, Chairman.
William Williams, Secretary.

Appendix AM.

Irish Railway Reform Movement.

Statement as submitted by the Rt. Hon. the Lord Mayor of Dublin to the Royal Commissioners on Railways, showing Cause of Complaints on Irish Lines.

(*Referred to by Mr. Barrington in his Answer to Question* 7123.)

No.	Name of Complainant.	Calling.	Address.	Railway referred to.	Nature of Complaint.
1	U. McDonnell	Merchant	Galway	Midland Great Western of Ireland.	Too high rates for beverages.
2	John Tate & Co.	Distillers	Belturbet	Irish North-western.	Excessive rates for corn on short distances.
3	James Forbes	Rope Maker	Galway	Midland Great Western.	Railway rates cannot be paid so high.
4	G. Rutledge	Merchant	Do.	Do.	Ditto.
5	J. Harrisson	Do.	Do.	Do.	Ditto (special).
6	H. J. Banon	Do.	Do.	Do.	General complaint of the whole system.
7	F. McNamara	Do.	Do.	Do.	Excessive rates on sugar, &c.
8	George Ledlie	Do.	Do.	Do.	General statement against rates for goods and passengers (special).
9	Town Commissioners	-	Longford	Do.	Resolution against railway system.
10	Town Commissioners and Inhabitants.	-	Bagenalstown Co., Carlow.	Great Southern and Western, Ireland.	Ditto as above (very special statements).
11	John Wilson	Town Clerk	Longford	Midland Great Western.	Comparative rates on railway and canal, showing excess on railway.
12	Henry Darcus	Mayor of Londonderry.	Londonderry	Irish North-western and lines to Dublin.	General statement against present system. (Important, see paragraph No. 4.)
13	Wicklow Copper Mining Company.	Mining Company	45, Dame Street, Dublin.	Dublin, Wicklow, and Wexford.	High and unfair rates for ores.
14	H. M. Darcy Irwine	Landed Proprietor.	Enniskillen	Irish North-western and to Dublin lines.	Exorbitant rates for timber, coals, &c. (Special.)
15	Francis Mulligan	Provision Merchant.	Dublin	Irish Railways	General statement. (Very special.)
16	H. Kinahan	Timber Merchant	Do.	Do.	Exorbitant rates.
17	Capt. Maxwell Harte	-	United Service Club.	Do.	Malarrangements for passengers.
18	George H. Pentland	Landowner	Drogheda	Dublin and Drogheda.	Overcharges on all classes of produce.

APPENDIX AN.

COMPARATIVE CHARGES for THROUGH GOODS TRAFFIC between ENGLAND and IRELAND.

(Referred to by Mr. Barrington in his answer to Question 7147.)

From	Special.	1st Class.	2nd Class.	3rd Class.	4th Class.	*To*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Liverpool	20 0	22 6	25 0	37 0	47 6	Carlow.
	22 3	25 9	28 3	42 0	52 0	Kilkenny.
	20 3	22 6	25 0	32 6	47 6	Tullamore.
	22 0	25 0	27 6	41 3	51 3	Templemore and Roscrea. Maryboro', 2½ per cent. less than Roscrea.
	21 6	26 6	29 0	43 6	53 6	Birr and Nenagh.
	22 9	26 0	28 6	42 9	52 9	Thurles.
	24 6	27 6	30 0	46 6	56 6	Limerick, Tipperary, Kilmallock, and Charleville.
	27 6	32 6	35 0	52 6	62 6	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.
Chester	20 3	25 0	30 0	45 0	55 0	Tullamore.
	22 0	27 6	32 6	48 9	58 9	Templemore and Roscrea. Maryboro', + 2½ per cent.
	22 6	29 0	34 0	52 0	61 0	Birr and Nenagh.
	22 6	28 6	33 6	50 3	60 3	Thurles.
	24 3	30 0	35 0	54 0	64 0	Limerick, Tipperary, Kilmallock, and Charleville.
	27 6	35 0	40 0	60 0	70 0	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.
Manchester, Bolton, Wigan, and Stockport.	24 6	30 0	35 0	50 0	70 0	Carlow.
	26 9	33 3	38 3	54 6	74 6	Kilkenny.
	24 9	30 0	35 0	50 0	70 0	Tullamore.
	26 6	32 6	37 6	53 9	73 9	Templemore and Roscrea. Maryboro', + 2½ per cent.
	27 0	34 0	39 0	56 0	76 0	Birr and Nenagh.
	27 3	33 6	38 6	55 3	75 3	Thurles.
	29 0	35 0	40 0	59 0	79 0	Limerick, Tipperary, Kilmallock, and Charleville.
	32 0	40 0	45 0	65 0	85 0	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.
Leeds, Huddersfield, Halifax, and Bradford.	32 6	40 0	42 6	57 6	80 0	Carlow.
	43 3	45 9	62 0	84 6	35 0	Kilkenny.
	33 0	40 0	42 6	57 6	80 0	Tullamore.
	34 6	42 6	45 0	61 3	83 9	Templemore and Roscrea. Maryboro', + 2½ per cent.
	35 3	44 0	46 6	63 6	86 0	Birr and Nenagh.
	35 6	43 6	46 0	62 9	85 0	Thurles.
	37 3	45 0	47 6	66 6	89 0	Limerick, Tipperary, Kilmallock, and Charleville.
	40 4	50 0	52 6	72 6	95 0	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.
Birmingham, Wolverhampton, Dudley, Newport, and Wellington.	27 6	35 0	40 0	57 6	80 0	Carlow.
	30 0	38 3	43 3	62 0	84 6	Kilkenny.
	28 0	35 0	40 0	57 6	80 0	Tullamore.
	29 6	37 6	42 6	61 3	83 9	Templemore and Roscrea. Maryboro', + 2½ per cent.
	30 0	39 0	44 0	63 6	86 0	Birr and Nenagh.
	30 6	38 6	43 6	62 9	85 3	Thurles.
	32 3	40 0	45 0	65 6	89 0	Limerick, Tipperary, Kilmallock, and Charleville.
	35 4	45 0	50 0	72 6	95 0	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.
London	37 6	45 0	50 0	75 0	95 0	Carlow.
	40 0	48 3	53 3	79 6	99 6	Kilkenny.
	38 0	45 0	50 0	75 0	95 0	Tullamore.
	39 6	47 6	52 6	78 9	98 9	Templemore and Roscrea. Maryboro', + 2½ per cent.
	40 0	49 0	54 0	81 0	101 0	Birr and Nenagh.
	40 6	45 6	53 6	80 3	100 3	Thurles.
	42 3	55 0	55 0	84 0	104 0	Limerick, Tipperary, Kilmallock, and Charleville.
	45 0	55 0	60 0	90 0	110 0	Cork, Mallow, Fermoy. Killarney and Tralee, 2½ per cent. more than Cork.

CLASSIFICATION.

Special Rate.	1st Class.	2nd Class.	3rd Class.
Guano and Manures.	Corn. Vetches. Agricultural Seeds at owner's risk.	Agricultural Seeds at company's risk.	Farming Implements.

Appendix AO.

Statement from the Public Works Loan Board of Loans advanced by Government to Irish Railways, made up to 26th May 1865.

Railway Company.	Amount.	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance of Principal outstanding.	Arrears. Principal.	Arrears. Interest.	Steps taken to enforce Payment of Arrears, and Results.	—
	£				£ s. d.	£ s. d.	£ s. d.		
Dublin and Drogheda:—									
1st Loan:—									
1st advance	30,000	22 Dec. 1842	5 per cent., reduced[a] to 4 per cent.	By annual payments of 2,830*l.* 11*s.* 0*d.* in payment of interest and reduction of principal	- - -	- - -	- - -	- - - -	[a] By Treasury Warrant of 18th June 1852.
1st advance	15,000	27 July 1843	Do. do.[a]	By annual payments of 1,419*l.* 16*s.* 10*d.* in payment of interest and reduction of principal	- - -	- - -	- - -	- - - -	
2nd do.	15,000	31 Aug. 1843	Do. do.[a]	By annual payments of 1,419*l.* 16*s.* 10*d.* in payment of interest and reduction of principal	- - -	- - -	- - -	- - - -	
3rd do.	15,000	28 Sept. 1843	Do. do.[a]	By annual payments of 1,419*l.* 16*s.* 10*d.* in payment of interest and reduction of principal	- - -	- - -	- - -	- - - -	
4th do.	15,000	7 Dec. 1843	5 per cent.	Repayable by seventeen annual instalments, but wholly repaid in second year from date of advance, with interest.	—	—	—	—	—
5th do.	15,000	14 Mar. 1844	Do.		—	—	—	—	—
6th do.	15,000	6 June 1844	Do.		—	—	—	—	—
7th do.									
2nd Loan:—									
1st advance	20,000	23 Sept. 1847	5 per cent., reduced[b] to 4 per cent.	By annual payments of 1,649*l.* 11*s.* 9*d.* in payment of interest and reduction of principal	4,585 5 0	- - -	- - -	- - - -	[b] By Treasury Warrant of 18th June 1852.
2nd do.	16,000	16 Mar. 1848	Do. do.[b]	By annual payments of 1,319*l.* 13*s.* 5*d.* in payment of interest and reduction of principal	3,668 3 10	- - -	- - -	- - - -	
Irish North-western:—									
1st advance	20,000	25 Nov. 1853	4 per cent.[c]	By annual payments of 866*l.* 5*s.* 0*d.*; 952*l.* 15*s.* 0*d.*; 1,039*l.* 15*s.* 0*d.*; 1,212*l.* 10*s.* 0*d.*; 1,299*l.* 0*s.* 0*d.* in payment of interest and reduction of principal	11,381 7 2	- - -	- - -	- - - -	[c] By Treasury Letter of 16th July 1858.
2nd do.	20,000	5 Aug. 1854	Do.[c]		12,523 8 9	- - -	- - -	- - - -	
3rd do.	20,000	6 Oct. 1855	Do.[c]		13,658 16 5	- - -	- - -	- - - -	
4th do.	20,000	23 May 1857	Do.[c]		15,935 10 4	562 11 2	649 18 10	- - - -	
5th do.	20,000	31 July 1858	Do.[c]		17,068 1 3	- - -	- - -	- - - -	
Waterford and Kilkenny:—									
1st Loan:—									
1st advance	23,000	20 Sept. 1847	5 per cent., reduced[d] to 4 per cent.	By annual payments of 1,853*l.* 5*s.* 0*d.*; 2,416*l.* 2*s.* 6*d.*; 1,644*l.* 0*s.* 0*d.*; 822*l.* 0*s.* 0*d.* in payment of interest and reduction of principal	5,280 8 2	- - -	- - -	- - - -	[d] By Treasury Warrant of 18th June 1852.
2nd do.	30,000	29 Nov. 1847	Do. do.[d]		7,053 9 1	- - -	- - -	- - - -	
3rd do.	20,000	4 Sept. 1848	Do. do.[d]		6,074 11 4	- - -	- - -	- - - -	
4th do.	10,000	22 Nov. 1849	Do. do.[d]		3,488 7 4	- - -	- - -	- - - -	
2nd Loan:—									
1st advance	10,000	28 April 1852	Do. do.[e]	By annual payments of 807*l.* 5*s.* 0*d.* in payment of interest and reduction of principal	5,513 9 7	- - -	- - -	- - - -	[e] By Treasury Warrant of 18th June 1852.
2nd do.	10,000	15 Nov. 1852	Do. do.[f]	By annual payments of 807*l.* 5*s.* 0*d.*; 822*l.* 0*s.* 0*d.* in payment of interest and reduction of principal	5,481 3 4	- - -	- - -	- - - -	[f] By Treasury Warrant of 18th October 1853.
3rd do.	10,000	14 Feb. 1853	Do. do.[f]		6,188 9 8	- - -	- - -	- - - -	
4th do.	10,000	13 Aug. 1853	Do. do.[f]		6,159 16 6	- - -	- - -	- - - -	
Great Southern and Western:—									
1st advance	125,000	16 Sept. 1847	Do. do.[g]	By annual instalments of 7,350*l.* 0*s.* 0*d.*; 7,350*l.* 0*s.* 0*d.*; 7,350*l.* 0*s.* 0*d.*; 5,880*l.* 0*s.* 0*d.*; 1,176*l.* 0*s.* 0*d.* commencing fourth year from date of advance - Wholly repaid in 1853, with interest.	- - -	- - -	- - -	- - - -	[g] By Treasury Warrant of 18th June 1852.
2nd do.	125,000	25 Nov. 1847	Do. do.[g]						
3rd do.	125,000	20 April 1848	Do. do.[g]						
4th do.	100,000	5 Oct. 1848	Do. do.[g]						
5th do.	20,000	29 Jan. 1849	Do. do.[g]						
Midland Great Western:—									
1st advance	100,000	3 Nov. 1849	3½ per cent. half-yearly	Interest only for the first ten years, and thenceforth by half-yearly payments of 12,500*l.* until the loan and all interest be fully paid.—(*Vide* Act 12 & 13 Vict. cap. 62.)	90,988 16 11	—	—	— — —	—
2nd do.	100,000	30 Sept. 1850	Do. do.		92,757 13 6	—	—	— — —	—
3rd do.	100,000	1 Mar. 1851	Do. do.		93,619 6 9	—	—	— — —	—
4th do.	100,000	7 July 1851	Do. do.		94,466 3 8	—	—	— — —	—
5th do.	50,000	17 Nov. 1851	Do. do.		47,233 1 9	—	—	— — —	—
6th do.	50,000	10 May 1852	Do. do.		47,649 4 6	—	—	— — —	—
Cork, Blackrock, and Passage:—									
1st advance	5,000	10 June 1850	5 per cent., reduced[h] to 4 per cent.	By annual instalments of 277*l.* and one of 291*l.*; 277*l.* and one of 291*l.*; 166*l.* and one of 178*l.*; 111*l.* and one of 113*l.* commence third year from date of advance	1,385 0 0	- - -	- - -	- - - -	[h] By Treasury Warrant of 18th June 1852.
2nd do.	5,000	7 Aug. 1850	Do. do.[h]		1,662 0 0	- - -	- - -	- - - -	
3rd do.	3,000	4 Mar. 1851	Do. do.[h]		996 0 0	- - -	- - -	- - - -	
4th do.	2,000	12 May 1851	Do. do.[h]		666 0 0	- - -	- - -	- - - -	

Statement from the Public Works Loan Board of Loans advanced by Government to Irish Railways, made up to 26th May 1865—*continued.*

Railway Company.	Amount.	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance of Principal outstanding.	Arrears. Principal.	Arrears. Interest.	Steps taken to enforce Payment of Arrears, and Results.	—
	£				£ s. d.	£ s. d.	£ s. d.		
Cork and Bandon:—									
1st advance	10,000	17 Oct. 1850	5 per cent., reduced[a] to 4 per cent.	By annual instalments of 500*l.* 0*s.* 0*d.* commencing third year from date of each advance	3,000 0 0	- - -	- - -	- - - -	[a] By Treasury Warrant of 18th June 1852.
2nd do.	10,000	21 Dec. 1850	Do. do.[a]		3,500 0 0	500 0 0	146 14 9	- - - -	
3rd do.	10,000	26 May 1851	Do. do.[a]		4,117 13 4	588 4 8	174 10 0	- - - -	
4th do.	5,000	2 Dec. 1851	Do. do.[a]		2,058 16 8	- - -	- - -	- - - -	
Irish South-Eastern:—									
1st advance	9,000	26 Nov. 1850	Do. do.[b]	By annual instalments of 500*l.* 0*s.* 0*d.* commencing third year from date of each advance	3,000 0 0	- - -	- - -	- - - -	[b] By Treasury Warrant of 18th June 1852.
2nd do.	9,000	3 Feb. 1851	Do. do.[b]		3,000 0 0	- - -	- - -	- - - -	
3rd do.	9,000	7 July 1851	Do. do.[b]		3,500 0 0	- - -	- - -	- - - -	
4th do.	8,000	8 Mar. 1852	Do. do.[b]		3,050 0 0	- - -	- - -	- - - -	
Dublin and Belfast Junction:—									
1st advance	25,000	13 Jan. 1851	Do. do.[c]	By annual instalments of 1,470*l.* in each case. The whole loan paid off second year from date of advance.	- - -	- - -	- - -	- - - -	[c] By Treasury Warrant of 18th June 1852.
2nd do.	25,000	1 Dec. 1851	Do. do.[c]						
3rd do.	25,000	8 Mar. 1852	Do. do.[c]						
Londonderry and Coleraine:—								Possession taken on 10th April 1858, and on the same day a lease of the undertaking was granted for 7 years to Mr. W. McCormick. The whole loan, with all interest, has since been repaid, and possession, subject to the lease, has been resumed by the company.	[d] By Treasury Warrant of 18th Oct. 1853.
1st advance	14,000	2 Aug. 1852	Do. do.[d]	By annual instalments of 1,400*l.*, 1,400*l.*, 1,400*l.*, 2,800*l.* commencing 4th year from date of each advance (wholly repaid)	- - -	- - -	- - -		
2nd do.	14,000	9 Dec. 1852	Do. do.[d]		- - -	- - -	- - -		
3rd do.	14,000	13 June 1853	Do. do.[d]		- - -	- - -	- - -		
4th do.	28,000	13 Aug. 1853	Do. do.[d]		- - -	- - -	- - -		
Waterford and Limerick:—									
1st advance	20,000	12 May 1851	Do. do.[e]	By annual instalments of 1,176*l.*, 1,176*l.*, 1,176*l.*, 1,176*l.*, 1,176*l.*, 1,176*l.* commencing 4th year from the date of each advance	8,240 0 0	1,176 0 0	343 2 7	- - - -	[e] By Treasury Warrant of 18th June 1852.
2nd do.	20,000	1 Dec. 1851	Do. do.[e]		8,240 0 0	- - -	- - -	- - - -	
3rd do.	20,000	10 May 1852	Do. do.[e]		9,416 0 0	1,176 0 0	390 5 11	- - - -	
4th do.	20,000	6 Sept. 1852	Do. do.[f]		9,416 0 0	- - -	- - -	- - - -	[f] By Treasury Warrant of 18th Oct. 1853.
5th do.	20,000	24 Jan. 1853	Do. do.		10,592 0 0	1,176 0 0	428 6 4	- - - -	
6th do.	20,000	13 Aug. 1853	Do. do.[f]		10,592 0 0	- - -	- - -	- - - -	
Killarney Junction:—									
1st advance	25,000	8 Mar. 1852	Do. do.[g]	By annual instalments of 1,470*l.*, 1,470*l.*, 1,470*l.*, 1,470*l.* commencing 4th year from the date of each advance	10,290 0 0	- - -	- - -	- - - -	[g] By Treasury Warrant of 18th June 1852.
2nd do.	25,000	3 Jan. 1853	Do. do.[h]		11,760 0 0	- - -	- - -	- - - -	
3rd do.	25,000	11 June 1853	Do. do.[h]		11,760 0 0	- - -	- - -	- - - -	[h] By Treasury Warrant of 18th Oct. 1853.
4th do.	25,000	13 Aug. 1853	Do. do.[h]		13,230 0 0	- - -	- - -	- - - -	
Londonderry and Enniskillen:—									
1st advance	10,000	29 Mar. 1852	Do. do.[i]	By annual instalments of 588*l.* 4*s.* 9*d.*, 588*l.* 4*s.* 9*d.*, 588*l.* 4*s.* 9*d.*, 1,176*l.* 9*s.* 6*d.* commencing 3rd year from date of each advance	1,117 12 6	- - -	- - -	- - - -	[i] By Treasury Warrant of 18th June 1852.
2nd do.	10,000	28 June 1852	Do. do.[i]		4,705 17 3	588 4 9	192 9 6	- - - -	[j] By Treasury Warrant of 6th June 1853.
3rd do.	10,000	9 Dec. 1852	Do. do.[i]		4,705 17 3	- - -	- - -	- - - -	
4th do.	20,000	24 Jan. 1853	Do. do.[i]		9,411 14 6	- - -	- - -	- - - -	
Dublin and Wicklow:—									
1st advance	25,000	23 Dec. 1854	Do. do.[k]	By annual instalments of 1,390*l.*, 1,390*l.*, 1,390*l.*, 1,390*l.* commencing 2nd year from date of advance	12,490 0 0	- - -	- - -	- - - -	[k] By Treasury Warrant of 6th May 1858.
2nd do.	25,000	12 May 1855	Do. do.[k]		12,490 0 0	- - -	- - -	- - - -	
3rd do.	25,000	4 Aug. 1855	Do. do.[k]		13,880 0 0	- - -	- - -	- - - -	
4th do.	25,000	19 Apr. 1856	Do. do.[k]		13,880 0 0	- - -	- - -	- - - -	
Limerick and Foynes:—									
1st advance	20,000	2 May 1857	Do. do.[l]	By annual instalments of 1,000*l.*, 500*l.*, 500*l.*	13,000 0 0	1,000 0 0	533 18 4	- - - -	[l] By Treasury Warrant of 16th Nov. 1859.
2nd do.	10,000	15 Aug. 1857	Do. do.[l]		7,000 0 0	500 0 0	287 0 3	- - - -	
3rd do.	10,000	27 Mar. 1858	Do. do.[l]		7,000 0 0	500 0 0	287 0 2	- - - -	

Statement from the Public Works Loan Board of Loans advanced by Government to Irish Railways, made up to 26th May 1865—*continued.*

Railway Company.	Amount.	Date of Advance.	Rate of Interest.	Not repayable by Sinking Fund, but as under mentioned.	Balance of Principal outstanding.	Arrears. Principal.	Arrears. Interest.	Steps taken to enforce Payment of Arrears, and Results.	—
	£				£ s. d.	£ s. d.	£ s. d.		
Portadown, Dungannon, and Omagh Junction:—									
1st advance	10,000	25 July 1857	5 per cent., reduced[a] to 4 per cent.	By annual instalments of 588*l.* commencing 4th year from date of advance	7,648 0 0	— — —	— — —	— — —	[a] By Treasury Warrant of 7th April 1859.
2nd do.	10,000	14 Nov. 1857	Do. do.[a]	By annual instalments of 588*l.* commencing 4th year from date of advance	7,648 0 0	— — —	— — —	— — —	
3rd do.	5,000	22 Aug. 1859	Do. do.[a]	By annual instalments of 294*l.* commencing 4th year from date of advance	4,412 0 0	— — —	— — —	— — —	
Limerick and Ennis:—									
1st advance	10,000	26 Dec. 1857	Do. do.[b]	By annual instalments of 555*l.* commencing 3rd year from date of each advance	7,780 0 0	555 0 0	311 4 0	— — —	[b] By Treasury Warrant of 16th Nov. 1859.
2nd do.	10,000	27 Mar. 1858	Do. do.[b]	By annual instalments of 555*l.* commencing 3rd year from date of each advance	7,780 0 0	555 0 0	311 4 0	— — —	
3rd do.	10,000	21 June 1858	Do. do.[b]	By annual instalments of 555*l.* commencing 3rd year from date of each advance	8,335 0 0	555 0 0	333 8 0	— — —	
Tralee and Killarney:—									
1st advance	20,000	18 Dec. 1858	Do. do.[c]	By annual instalments of 1,111*l.* 2*s.* commencing 3rd year from date of each advance	15,555 12 0	— — —	— — —	— — —	[c] By Treasury Warrant of 16th Nov. 1859.
2nd do.	15,000	23 May 1859	Do. do.[c]	By annual instalments of 833*l.* 7*s.* commencing 3rd year from date of each advance	11,666 12 0	— — —	— — —	— — —	
3rd do.	15,000	20 Aug. 1859	Do. do.[c]	By annual instalments of 833*l.* 7*s.* commencing 3rd year from date of each advance	12,499 19 0	— — —	— — —	— — —	
Great Northern and Western (of Ireland):—									
1st Loan:—									
1st advance	30,000	29 June 1861	Do. do.[d]	By annual instalments of 1,666*l.* commencing 3rd year from the date of each advance	30,000 0 0	1,666 0 0	— — —	— — —	[d] By Treasury Warrant of 26th Jan. 1864.
2nd do.	20,000	12 Aug. 1831	Do. do.[d]	By annual instalments of 1,111*l.* commencing 3rd year from the date of each advance	20,000 0 0	1,111 0 0	— — —	— — —	
3rd do.	20,000	4 Feb. 1862	Do. do.[d]	By annual instalments of 1,111*l.* commencing 3rd year from the date of each advance	20,000 0 0	1,111 0 0	800 0 0	— — —	
4th do.	10,000	15 Sept. 1862	Do. do.[d]	By annual instalments of 555*l.* commencing 3rd year from the date of each advance	10,000 0 0	— — —	— — —	— — —	
2nd Loan	33,000	31 Aug. 1863	Do. do.[d]	By annual instalments of 1,833*l.* commencing 3rd year from the date of each advance	33,000 0 0	— — —	— — —	— — —	
Dublin, Wicklow, and Wexford:—									
1st advance	40,000	16 Aug. 1862	5 per cent.	By annual instalments of 2,222*l.* commencing 3rd year from date of each advance	40,000 0 0	—	—	—	—
2nd do.	30,000	2 May 1863	Do.	By annual instalments of 1,667*l.* commencing 3rd year from date of each advance	30,000 0 0	—	—	—	—
3rd do.	29,300	26 Sept 1863	Do.	By annual instalments of 1,628*l.* commencing 3rd year from date of each advance	29,300 0 0	—	—	—	—
Finn Valley:—									
1st advance	10,000	18 Oct. 1862	Do.	By annual instalments of 555*l.* commencing 3rd year from date of each advance	10,000 0 0	— — —	500 0 0	— — —	— — —
2nd do.	10,000	31 Jan. 1863	Do.	By annual instalments of 555*l.* commencing 3rd year from date of each advance	10,000 0 0	— — —	500 0 0	— — —	— — —
Londonderry and Lough Swilly:—									
1st advance	6,500	17 Jan. 1863	Do.	By annual instalments of 500*l.* commencing 3rd year from date of each advance	6,500 0 0	— — —	325 0 0	— — —	— — —
2nd do.	6,500	21 Nov. 1863	Do.	By annual instalments of 500*l.* commencing 3rd year from date of each advance	6,500 0 0	— — —	297 8 0	— — —	— — —
	2,364,300	— — —	— — — — — —	— — — — — — — —	1,155,552 9 4	13,320 0 7	6,811 10 8		

Average Interest (taking the lowest rate in the cases where the interest is reduced), 3·97 per cent.

No proceedings have been necessary to enforce payments except in the case of the Londonderry and Coleraine Railway, as above stated. When borrowers are in arrear, urgent letters demanding payment are sent by the Board's Secretary, and if not attended to, then by the Solicitors, which have resulted in the arrears being arranged.

W. W. Willink, Secretary.

Public Works Loan Board, 12th June 1865.

Appendix AP.

Letter from Irish North-Western Railway Company.

Irish North-western Railway Company, Offices,
43, Lower Gardiner Street, Dublin,

Sir, June 15, 1865.

I have the honour to submit, for the consideration of the Royal Commission on Railways, the following resolutions which were unanimously agreed to by the Board of this Company to-day.

1st. Resolved, that if the Government should feel disposed, when the Commissioners appointed to inquire into Irish railways shall have made their report, to advance at a low rate of interest a sum sufficient to discharge the bonds and debentures of this company, this Board will be prepared to reduce the passenger fares as may be hereafter agreed upon.

2nd. Resolved, that the Board of this Company would feel disposed to, at once, make a reduction in their present rates, if any inducement were now held out by the Treasury in relation to the existing Government loan, pending the Report of the Railway Commissioners.

3rd. Resolved, that copies of the foregoing resolutions be forwarded to the Royal Commission on Railways, and to the Right Hon. the Chancellor of the Exchequer.

I have, &c.

To the Secretary, Royal Commission on Railways, Irish Inquiry, House of Lords, London, S.W.

W. Eykelbosch,
Secretary.

Appendix AQ.

Statistics affecting the Value of certain Railways in Ireland.

—	No. of Ordinary Shares issued. (a)	Original Value of each Share. (a)	Total Original Value of Shares.	*Amount received on Ordinary Shares to 31 Dec. 1864.* (b)	Dividend per Share for the Year 1864.		Total Amount of Dividend paid for Year 1864.	*Value of Share Capital at 25 Years' Purchase.*	Present Price Purchase as quoted in Share List of 22 June 1865. (a)	*Total present Value of Ordinary Share Capital as estimated by the preceding Quotation.*
					Rate per Cent. per Annum. (a)	Amount.				
		£	£	£			£ s. d.	£		£
Athenry and Tuam	6,195	10	61,950	*61,673*	3	6*s.*	1,858 10 0	*46,462*	—	—
Banbridge Junction	1,133	20	22,660	*21,981*	2	8*s.*	453 4 0	*11,330*	—	—
Belfast and County Down	4,884	50	244,200	*237,811*	Nil.	Nil.	- - -	- - -	11½	*56,166*
Belfast and Northern Counties	11,158	50	557,900	*556,703*	3½	35*s.*	19,526 10 0	*488,162*	41¼	*460,267*
Cork and Bandon	4,800	50	240,000	*175,241*	Nil.	Nil.	- - -	- - -	14	*67,200*
Cork and Limerick	7,235	10	72,350	*71,135*	2	4*s.*	1,447 0 0	*36,175*	—	—
Cork, Blackrock, and Passage	5,935	20	118,700	*118,700*	2	8*s.*	2,374 0 0	*59,350*	8	*47,480*
Dublin and Belfast Junction	17,470	50	873,500	*873,500*	3¼	32*s.* 6*d.*	28,388 15 0	*709,719*	31½	*550,305*
Dublin and Drogheda	Stock.	- - -	625,173	*625,173*	4	80*s.* per cent.	25,006 18 5	*625,173*	71½	*446,999*
Dublin and Kingstown	Stock.	- - -	350,000	*350,000*	9	180*s.* per cent.	31,500 0 0	*787,500*	199	*696,500*
Dublin, Wicklow, and Wexford	58,000	10	580,000	*580,000*	5	10*s.*	29,000 0 0	*725,000*	8⅛	*471,250*
Great Northern and Western	39,078	10	390,780	*332,048*	2¾	5*s.* 6*d.*	10,746 9 0	*268,661*	—	—
Great Southern and Western	Stock.	- - -	3,791,980	*3,791,980*	4½	90*s.* per cent.	170,639 2 0	*4,265,977*	87	*3,299,023*
Midland Great Western	27,845 30,597	50 25	2,157,175	*2,156,931*	3	60*s.* per cent.	64,715 5 0	*1,617,881*	27¾	*1,197,232*
Ulster	12,000 6,000 20,000	50 25 12½	1,000,000	*1,000,000*	4½	45*s.* per £50 Shares.	45,000 0 0	*1,125,000*	—	—
Waterford and Limerick	10,035¼	50	501,762	*501,512*	0¾	7*s.* 6*d.*	3,763 4 4	*94,080*	15	*130,529*
Total	- - -	- - -	- - -	*11,454,388*	- - -	- - -	- - -	*10,860,470*	- - -	*7,442,951*
Or excluding from the addition those cases that cannot be compared with each other	- - -	- - -	- - -	*9,554,499*	- - -	- - -	- - -	*9,372,842*	- - -	*7,319,565*

(a) The amounts in these columns have been partly taken from the "Dublin Weekly Stock and Share List," June 16 to June 22, 1865, and partly derived from information supplied by the companies.
(b) The amounts in this column are taken from the Board of Trade Report for 1864.

APPENDIX AR.

IRISH RAILWAYS.

STATEMENT of LOANS and INTEREST thereon.

	Government Loans outstanding May 1865.*			Debenture Loans outstanding December 1863 (including Government Loans).†			Debenture Stock.†		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Athenry and Ennis Junction -									
Athenry and Tuam - -				30,000	5	1,500			
Bagenalstown and Wexford -				80,490	5	4,024			
Banbridge Extension - -									
Banbridge Junction (Railway on lease to the Dublin and Belfast Junction).				14,000	4½	630			
				3,050	5	152			
Banbridge, Lisburn, and Belfast (Railway on lease to the Ulster).				3,400	4¼	144			
				8,970	4½	404			
				1,000	4¾	48			
				35,630	5	1,781			
Belfast and County Down -				1,241	4	49			
				250	4¼	11			
				111,005	4½	4,995			
				54,170	5	2,709			
Belfast and Northern Counties -				19,085	4	764	110	4	4
				142,291	4¼	6,047			
				95,915	4½	4,316			
				32,700	5	1,635			
Belfast, Holywood, and Bangor -				26,085	5	1,304			
Carrickfergus and Larne -				1,600	4¾	76			
				27,600	5	1,380			
Cork and Bandon - -	12,677	4	507	15,058	4	602	8,310	4	332
				2,200	4½	99			
				46,732	5	2,337			
				700	5½	39			
				7,000	6	420			
Cork and Kinsale Junction -				15,000	5⅝	844			
Cork and Limerick direct -				2,088	3	63			
				33,000	5	1,650			
				7,587	5	379			
Cork and Macroom Direct -									
Cork and Youghal - -				131,000	5	6,550			
Cork, Blackrock, and Passage -	4,709	4	188	6,094	4	244			
				200	4½	9			
				34,100	5	1,705			
Downpatrick and Newry -									
Dublin and Antrim Junction -									
Dublin and Belfast Junction -				6,900	4	276			
				124,500	4½	5,603			
Dublin and Drogheda - -	8,253	4	330	27,500	3	825	43,672	4	1,747
				15,819	4	633			
				107,650	4¼	4,575			
				93,274	4½	4,197			
				10,000	5	500			
Dublin and Kingstown - -				70,000	4	2,800			

* Taken from Appendix AO.

† Taken from Board of Trade Returns, Appendix AA.

Statement of Loans and Interest thereon—*continued.*

	Government Loans outstanding May 1865.			Debenture Loans outstanding December 1863 (including Government Loans).			Debenture Stock.		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Dublin and Meath				90,000	5	4,500			
Dublin, Wicklow, and Wexford	52,740	4	2,110	61,080	4	2,443			
	99,300	5	4,965	5,900	4¼	251			
				113,136	4½	5,091			
				1,500	4¾	71			
				151,000	5	7,550			
Enniskillen, Bundoran, and Sligo									
Finn Valley	20,000	5	1,000	20,000	5	1,000			
Great Northern and Western of Ireland.	113,000	4	4,520	113,000	4	4,520			
Great Southern and Western				194,443	4	7,778			
Irish South-eastern	12,550	4	502	153,850	4¼	6,539			
Killarney Junction	47,040	4	1,882	10,000	4⅜	437			
Tralee and Killarney	39,722	4	1,589	162,500	4½	7,313			
				3,300	4¾	157			
				16,800	5	840			
Irish North-western	70,567	4	2,823	72,952	4	2,918			
				56,672	4½	2,550			
				74,427	5	3,721			
				27,200	5½	1,496			
				1,000	6	60			
Kilkenny Junction				31,960	5	1,598			
Kilrush and Kilkee and Poulnasherry Reclamation.									
Letterkenny									
Limerick and Castleconnell				6,500	5	325			
				1,500	5⅓	83			
				12,333	5½	678			
Limerick and Ennis	23,895	4	956	24,450	4	978			
				50,550	5	2,527			
Limerick and Foynes	27,000	4	1,080	28,500	4	1,140			
				5,500	5	275			
				9,300	6	558			
Londonderry and Coleraine				32,375	2½	809			
				68,416	3	2,052			
				95,763	4	3,831			
				60,000	5	3,000			
Londonderry and Enniskillen (Railway on lease to the Irish North Western.)	22,941	4	918	27,997	4	1,120	2,100	4¼	89
				4,700	4½	211	27,400	4½	1,233
				400	4¾	19	5,610	5¾	323
				79,350	5	3,968			
Londonderry and Lough Swilly	13,000	5	650	13,000	5	650			
Midland Counties and Shannon Junction.									
Midland Great Western of Ireland	466,714	3½	16,335	478,465	3½	16,746			
				135,860	4¼	5,774			
				102,725	4	4,109			
				56,150	4¼	2,386			
				21,000	4⅜	919			
				432,799	4½	19,476			
				7,000	4¾	332			
				29,280	5	1,464			
Newcastle and County Down									
Newry and Armagh				77,000	5	3,850			
Newry and Greenore									
Newry, Warrenpoint, and Rostrevor.				500	4	20			
				200	4½	9			
				3,900	5	1,960			
Parsonstown and Portumna Bridge.									

Statement of Loans and Interest thereon—*continued.*

—	Government Loans outstanding May 1865.			Debenture Loans outstanding December 1863 (including Government Loans).			Debenture Stock.		
	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.	Amount.	Rate of Interest.	One Year's Interest.
	£	£	£	£	£	£	£	£	£
Portadown, Dungannon, and Omagh Junction (Railway on lease to the Ulster).	19,708	4	788	21,178	4	847			
				50,466	4½	2,271			
				34,938	5	1,747			
Rathkeale and Newcastle Junction									
Sligo and Ballaghadreen -									
Ulster - - - -				189,760	4	7,590	41,635	4	1,665
				70,350	4¼	2,990			
				1,000	4½	45			
Waterford and Kilkenny (Railway on lease to the Waterford and Limerick).	45,240	4	1,810	54,599	4	2,184	54,649	6	3,279
				23,251	5	1,163			
				15,750	6	945			
Waterford and Limerick -	56,496	4	2,260	71,852	4	2,874	500	4	20
				2,000	4¼	85	5,000	4¼	212
				102,620	4½	4,618	10,000	4⅜	438
				71,400	4¾	3,391	500	4½	22
				53,650	5	2,683			
Waterford and Passage - -									
Waterford and Tramore - -				19,350	5	967			
West Cork - - -									
Totals - - -	1,115,552		45,213	5,488,581		240,821	199,186		9,364
Average Interest -		3·91			4·39*			4·70	

* Excluding Government Loans this average interest will probably be about 4½ per cent.

Appendix AS.

Official Collection of Tariffs for the Transport of Goods, Finances, Equipages, Horses, and Cattle, on the State Railways of Belgium, 1 July 1864.—(Translated for the Commission.)

Note.—In making this Translation it has been considered expedient to retain the money, weights, and measures in their original denominations.

The following data will serve for their conversion into English units, when required.

Money.

25 francs = 1*l.*
1 franc or 100 centimes = 9·6*d.*

Weights.

1 kilogramme = 2·21 lbs. avoirdupois.
100 kilogrammes = 221 lbs., or nearly 2 cwt.
1,000 kilogrammes = 2206 lbs., or nearly 1 ton.

Measures.

1 metre = 3·28 English feet.
1 kilometre = 1,094 yards, or about 0·62 Statute miles.
1 lieue or 5 kilometres = 3·1 miles.

Conditions for regulating the Transport of Goods, Finances, Equipages, Horses, Cattle, and Dogs.

CHAPTER I.—GOODS.

Section I.—Express (Parcels).

Tariff No. 1.

Article 1.—Parcels are transported *to any distance* on the State Railway at regular fixed charges as follow, including house delivery:—

	fr. c.
For packages of the weight of 2 kilogrammes or under	0 50
For packages above 2 and up to 5 kilogrammes	0 75
For packages above 5 and up to 10 kilogrammes	1 00
For packages of more than 10 kilogrammes, per kilogramme	0 10

Every single letter, that is to say, weighing 10 grammes or less, may also be despatched at the price of 50 c. (This regulation does not apply to *transports mixtes.*)

Article 2.—The rate is applied to each package separately. Notwithstanding, if packages weighing alone less than 10 kil. are part of a despatch weighing more than 10 kil., the carriage must be rated according to the charges and conditions of Tariff No. 2, *unless the sender has expressly demanded the application of Tariff No.* 1. In the latter case the charge is applied at the rate of 10 c. per kil. on the total weight of the despatch.

Article 3.—The despatches of Tariff No. 1 are effected at the speed of mail trains, and by all trains indiscriminately starting half an hour after booking. They are delivered at their address within three hours after arrival, the hours of the night being excepted.*

Article 4.—Urgent despatches of goods of *all weights*, as well as single letters, may, on the demand of the sender, be delivered by *express* immediately on the arrival of the train, over the whole extent of the district limited by a circumference of 3 kilometres radius round the station taken as the centre.

The charge in this case is double that of Tariff No. 1.

Packets of 5 kil. and less are delivered by express at any distance for the double rate, plus 1 franc per zone of 5 kil. over the above radius.

The Administration may require deposits of earnest money.

Express despatches should always be pre-paid.

Section II.—Fast Service (Light Goods, Articles de Messagerie).

Tariff No. 2.

Article 5.—Tariff No. 2 applies to despatches of goods weighing from 10 to 300 kil., unless the sender expressly asks for the application of Tariffs No. 1 or No. 3.

Article 6.—The charges are applied at so much for each despatch,† and in kilogrammes by tens, any fraction of 10 counting as 10. The charges are made in whole *décimes* (*i.e.*, nothing less than 10 centimes is charged).

Article 7.—These goods are despatched on the day of their receipt by the trains appointed by the Administration, and they are delivered at their address within six hours after arrival, the hours of the night being excepted.

Article 8.—Goods which are not delivered at the office one hour before any departure can only be accepted for the following departure.

Section III.—Regulations common to Tariffs Nos. 1 and 2.

Article 9.—Senders have the right to demand the carriage of packages of any weight, at the charges and conditions of Tariffs Nos. 1 and 2.

Nevertheless, packages which are cumbersome or difficult to load are not carried by passenger trains, except to such extent as this can be done without obstructing them.

Article 10.—The loading and unloading of despatches under Tariffs Nos. 1 and 2 are effected by the servants of the Administration.

Article 11.—Oysters, fresh fish, and yeast, are despatched at the charges and conditions of Tariffs Nos. 1 and 2, unless the sender demand, on the *lettre de voiture*, the application of the charges and conditions of Tariff No. 3 (slow service). In such case these articles are rated according to the 1st class of the said Tariff.

Section IV.—Slow Service (Ordinary Goods, *Articles de Roulage*).

Tariff No. 3.

Article 12.—Goods for slow service are divided into four classes, conformably to the catalogue of classification annexed to the present pamphlet.

Article 13.—When one despatch of Tariff No. 3 contains goods of various classes, the charge of the highest class is applied to the whole weight.

Coals, destined for immediate embarkation upon vessels in the ports of Antwerp, Ghent, and Ostend, are transported at the charge of 3 c. per ton per kilometre, or 15 c. per ton per demi-myriametre, the charge not being higher than that of the 4th class of the normal tariff.

Article 14.—When the transport of the products, classed in the 4th class of Tariff No. 3, requires the use of closed waggons, or waggons covered with tarpauling cloths, it is rated at the charges and conditions of the 3rd class of the tariff.

Nevertheless the senders or receivers may claim the application of the charge of the 4th class, if they themselves furnish the cloths, and if required the necessary straw.

The cloths belonging to the senders must bear *very clearly marked* the name of the proprietors, and that of the station to which they are to be returned. These cloths are returned without expense to the place from whence they started.

Article 15.—For the despatch of more than three waggons the sender is bound to book them at least 48 hours before-

* These are, from 1 April to 30 September, 7 p.m. to 7 a.m.
" " 1 October to 31 March, 5 p.m. to 8 a.m.

† By each despatch is meant one or more packages coming from one sole sender and addressed to one sole receiver.

hand. A special register is placed at each station for this purpose. The sender is liable to a fine of 5 fr. per waggon if the goods are not brought to the station of departure on the appointed day, and the Administration may further dispose of the waggons.

The deposit of the fine of 5 fr. per waggon may be required at the time of booking.

For any transport the station-master informs the sender of the hour at which the required waggons will be placed at his disposal.

If, within the eight hours, the loading of the waggon is not effected by the servants of the sender, the latter will be liable to a fine of 25 c. per hour of delay and per waggon. When the loading should be done by the servants of the Administration the same fine will be exacted if more than eight hours elapse between the receipt of the first part of the despatch and its completion, that is to say if the entire despatch is not brought to the station within the eight hours.

The same fine of 25 c. per hour will be exacted for each loaded waggon which, by non-compliance with the appointed regulations, cannot be despatched by the train which ought to have conveyed it.

Article 16.—Except in the case of press of traffic, the despatches of the Tariff No. 3 are delivered at the station of their destination within 72 hours from their receipt, and they are delivered at their address, when required, within 24 hours after their arrival.

Article 17.—The minima of charge for Tariff No. 3 are fixed as follow:—

A. For 1st class goods, according to the prices indicated *au barème*. These charges include the expenses of loading and unloading, but not those of registry and delivery at their address.

B. For 2nd class goods, for an entire load of 4,000 kil.

C. For 3rd and 4th class goods, for an entire load of 5,000 kil.

Above these minima, the rates are calculated by hundreds of kil., neglecting fractions of 5 kil. or less.

Incomplete loads are charged in the 1st class, except those specified in the 1st section of the following Article.

Article 18.—Goods *en vrac, and not capable of being loaded with others*, are only admitted at the rate of a complete load (4,000 kil. for the 1st and 2nd classes, and 5,000 for the 3rd and 4th classes), whatever be the weight of the despatch.* This last regulation is equally applicable to goods proceeding from or destined for particular branch lines.

Article 19.—Loading and unloading of heavy goods are effected by the servants and under the direction of the agents of the Administration, at the rate of 10 centimes per 100 kil. for the two operations.

Loading consists in putting into the waggons goods placed by the sender on quays or other places appointed by the Administration.

The contrary operation constitutes unloading. The senders' or receivers' servants may be allowed to assist in these operations, but in no case will there be made, on this account, any reduction of the accessary expenses fixed by the tariff.

Nevertheless, the loading and unloading of all goods, *en vrac*, presented in complete waggon-loads must generally be effected by and at the expense of the sender or receiver, under the supervision of the agents of the Administration.

Packed goods of the 3rd and 4th classes, as also those packed goods of the 1st and 2nd classes designated below, may also be loaded and unloaded by and at the expense of the senders or receivers *when they are presented in complete waggon loads*.

Acids in general, cereals in general, charcoal, rags, &c. intended for the manufacture of paper, crockery, glass, seeds, guano in bags or in barrels, porcelain, earthenware, salts of soda and potash, window glass.

Loading by the sender necessitates unloading and delivery by the care and at the expense of the receiver.

On the other hand, loading by the Administration necessitates the payment of the rate fixed by the tariff for loading and unloading.

Any excess above the complete load follows, as regards the expenses of loading and unloading, the rule of the complete load to which they form the supplement.

Article 20.—When the sender or receiver demands, on the arrival of goods, the verification of their weight, a rate of 5 c. per 100 kil. is charged for this operation.

However, the above rate is not exacted if the operation shows an error committed to the prejudice of the sender or receiver.

* A list of these goods is given in the original.

SECTION V. TRANSPORTS BY SUBSCRIPTION. (ABONNEMENT).

Article 21.—A reduction of 25 c. per ton from the charges of the four classes of Tariff No. 3 is allowed on transports effected by subscription, on the following conditions, viz.:

The senders or receivers shall bind themselves to supply every day for six or more consecutive months, between two given stations, of one or more waggons of goods for transport, without having liberty to exceed the number to be fixed by the Administration.

The subscriber will have the right to increase the tonnage fixed at his engagement, starting from the first of each month, on condition of using regularly during at least 30 days, the supplementary waggons; the Administration, however, reserves expressly the right of reducing these augmentations to the amount of tonnage fixed at the engagement.

The subscriber may also change, any month, either the place of starting or the place of destination of the waggons engaged.

Subscriptions from one to six months take place at the ordinary charges of the tariffs.

Subscriptions at reduced or normal prices may be suspended Sundays and fête days.

The time-bill of the waggons, as also the periods to be occupied in loading and unloading, will be fixed by the Administration, counting at least four hours for each of the operations of loading and unloading.

In case of detention of the waggons hired, the subscriber is liable to a demurrage equal to half the price of their hire, unless the detention happen by *force majeure*, as closing of barriers, the extinction of a blast furnace, a forced interruption in the working of the line, or failure in the service of the railway.

The demands for subscription, as well as those for supplementary waggons or for changes in the time-bill, should be addressed by letter to the station-master a week beforehand.

Every waggon retained by subscription should be furnished with a plate in metal or in wood, to be provided by the sender, and bearing the indications which the Administration will require. Subscriptions at reduced or normal prices, comprising a regular transport of more than five tons daily, will be effected by means of waggons of 5, 10, or 15 tons, at the convenience of the Administration.

SECTION VI.—TRANSPORT OF FURNITURE BY MEANS OF VANS (TAPISSIÈRES).

Article 22.—The employment of vans or carriages for moving household furniture is regulated as follows:

A. The charge is established at the price for the first class of tariff No. 3, and at the rate of 6,000 kil. per van, the maximum weight of the contents not exceeding 3,000 kil.

No "*complément de charge*" on the waggon is allowed. The loading and unloading of the furniture at the houses are at the expense of the sender and of the receiver. The expenses of the loading and unloading of the van on the railway truck are included in the tariff.

The despatch is effected by slow train.

B. When the fetching from and delivery to the house are undertaken by the contractor for cartage they are charged at the rate of 5 fr. per van for each operation, including the conveyance of the van from the station to the house and its return.

The parties interested have the power to make use of any other means or of their own horses.

A period of eight hours is allowed for each of these operations counting from the time of the departure of the van until its return.

It should be clearly understood that the period of eight hours applies exclusively to the hours of the day. Thus, for a carriage placed in the evening at the disposal of the interested party, the period will date only from the following morning. After the period of eight hours 5 c. per hour are charged as demurrage for detention.

C. Vans may serve for transports beyond the railways. But a special authority is required for those which are effected by private railway or railways out of the kingdom. For any such transport beyond the railway, a charge for hire of 5 fr. per day is made, dating from the delivery of the van at the station of arrival or of exchange until its return. The station-masters are authorized to require deposits for the dues, according to the probable time the van will be detained beyond the state railway.

The cartage external to the railway is made at the cost, risk, and peril of the sender. He is responsible for any damage which may happen to the van during the same.

D. Demands for vans are received in all the stations on payment of a sum of 10 fr. per van, which is repaid to the sender at the time of starting. In case the van ordered is not used, this sum will be appropriated by the Treasury independent of what may be due in virtue of Section B. above.

CHAPTER II.—SPECIE, JEWELS, AND VALUABLES (FINANCES).

Tariff No. 4.

Article 23.—This tariff applies to the transport of gold and silver, either in ingots or coined or wrought, of gold or silver plate, of mercury, of platinum, of papers, jewels, precious stones, lace, objects of art, and other valuables.

Any false declaration concerning the nature, value, or weight of the above-named objects is considered as fraud.

Article 24.—The rate is applied per 1,000 fr., all fractions inferior to this amount being considered as 1,000 fr. The tariff includes accessary costs of loading and unloading, of registry and delivery at the address.

Article 25.—In case the rate of the finance tariff should be inferior to that of tariffs No. 1 and 2, calculated by the weight, the latter will be applied.

Article 26.—To be received for transport, articles declared according to value should be carefully packed and sealed and should bear the address of the receiver.

They should be enclosed either in bags neither torn nor mended, sewn inside, and perfectly secured by a cord, on the end of which should be a wax or leaden seal; or in perfectly sound cases or barrels, secured with a crossed cord in one single piece, on the two ends of which should be the sender's seal. These seals should bear special letters or a particular well defined sign; all packages bearing seals with the mark of a piece of money, or lines, straight, crossed, or round, will be refused. The same formalities must be observed with all packages declared according to value.

In all cases the contents and the value should be declared upon the address and upon the note of the despatch, which should besides reproduce the mark of the wax or leaden seal which is on the packages, bags, cases, casks, or parcels.

Article 27.—Articles of finance or declared by value are despatched by the earliest passenger train starting in the day, provided they are booked half an hour before the departure.

They are delivered three hours after arrival, the hours of the night being excepted.

Article 28.—*Urgent* despatches of valuable articles under this class may, at the demand of the sender, be delivered by express immediately after the arrival of the train, but only in places where cartage from the railway is organized. (Art. 30.) In this case the rate is double that of tariff No. 4. These despatches may be prepaid or left to be paid by the receiver.

CHAPTER III.—COLLECTION AND DELIVERY. (PRISE ET REMISE À DOMICILE.)

Article 29.—The collection and delivery to the address apply to goods in general as well as to despatches of valuables.

The Administration, however, do not undertake these operations for goods which they do not load.

Article 30.—The collection and delivery to the address are done by the agents of the Administration at the prices indicated in the tariff, in those places where cartage is organized.*

This service extends to suburbs of towns, and in general to all districts situated within a radius of 3 kil. round the station taken as the centre. Beyond the limits comprised in this radius a supplementary tax of 20 c. per despatch is charged.

Article 31.—The collection should be requested 24 hours in advance, either by unsealed letter posted to the address of the station-master or verbally in the goods office. On the state railway these letters go free. They should declare with precision the address of the sender, the number, nature, and destination of the packages.

Article 32.—The tax for collection is always charged for the despatches of tariff No. 3, delivered at the offices established in the interior of towns.

Article 33.—The periods indicated in Articles 3, 7, and 16 are not binding when the formalities of the custom-house prevent them.

Article 34.—Nothing is deducted from the charge for delivery for despatches of the tariffs Nos. 1, 2, and 4 addressed "*bureau restant*," or consigned to stations not included in Art. 30.

Delivery at destination is also charged for incomplete loads of tariff No. 3, consigned to stations where railway carriage is organized, unless there are contrary directions on the carriage ticket.

CHAPTER IV.—EQUIPAGES.

Tariff No. 5.

Article 35.—Tariff No. 5 applies to equipages to be transported by the first passenger train (expresses excepted). No distinction is made between carriages of two or four wheels, or of one or two bodies.

Equipages should be delivered at the station at least one hour before departure.

Article 36.—Passengers conveyed in their own equipages are charged first class.

If they travel in the carriages of the train they pay according to the passenger tariff.

Article 37.—Equipages, accompanied by passengers, to a destination beyond Brussels, are only booked as far as Brussels.

Article 38.—Equipages may be transported by mixed or goods trains at the charges and conditions of the first class of tariff No. 3, the charge being not less than for 4,000 kilog. per waggon.

Article 39.—The expenses of loading on the truck and unloading transported equipages, either by express or slow trains, are included in the charge of transport, which is always payable on starting.

Article 40.—The transport of a coffin is at the same rate as an equipage by express train.

CHAPTER V.—HORSES, CATTLE, DOGS, &c.

Tariff No. 6.

Article 41.—These animals are transported, either by ordinary passenger trains (express excepted), or by mixed or goods trains, as directed by the Administration.

These two modes of despatch are called respectively fast and slow transports.

Article 42.—The rate of the fast tariff is applied by indivisible parts of one to three horses, or per truck of great or small animals.

Despatches of horses and animals by fast trains for a destination beyond Brussels are only booked as far as Brussels.

Article 43.—Slow transports are divided into three categories, viz.:—

1st category.—1 horse, 1 or 2 oxen, cows, or asses, 1 to 5 pigs or calves, 1 to 10 sheep.
2nd „ 2 horses, 3 or 4 oxen, cows, or asses, 6 to 10 pigs or calves, 11 to 20 sheep.
3rd „ 3 horses, 1 truck of great or small animals.

It will be allowable to the senders of oxen to pack in a truck the number of heads that they choose, but the Administration will be free from all responsibility for injuries, accidents, and mortality of the animals. The prices of tariff No. 6, fast and slow, 3rd category, are increased by 25 per cent. for the transport of animals effected at the demand of the sender, in trucks of large pattern or of two floors.

Article 44.—Horses and cattle should be presented at least an hour before departure.

Transports which require the use of more than two boxes or of three trucks should be demanded 48 hours in advance.

In the intermediate stations this period is always strictly enforced, whatever be the importance of the despatches.

Article 45.—The loading and unloading of animals sent by fast or slow trains are effected at the entire responsibility of the senders and receivers. The Administration may forbid unloading and reloading during the voyage.

Article 46.—Horses and oxen despatched by fast or slow trains should be accompanied by a drover. The gratuitous transport in boxes or in cavalier or cattle trucks is accorded to only one drover per despatch or per truck.

If the drover place himself in another carriage he must pay the price of the passenger tariff.

Article 47.—In case of a delay of more than six hours in the arrival of the trains, the Administration is only responsible for damage sustained up to the price of transport.

* A list of these stations is given in the original.

Article 48.—When the transports of horses or of cattle amount to 10 trucks, at a minimum, for the same destination, they may be effected by special train, at the prices of slow trains, provided the request be made to the Administration two days in advance.

Article 49.—Small animals presented for transport in baskets or conveniently closed bags may be despatched (provided the weight of packages do not exceed 100 kil.) at the charges and conditions of goods tariff No. 2. However, these despatches are not admitted to passenger trains, and the Administration do not undertake their delivery at destination. They assume no responsibility respecting these despatches.

Article 50.—Dogs accompanying passengers pay, whatever be their size, the price of the third-class passenger tariff. When they are shut up in baskets they are accepted without responsibility at the charges and conditions of tariffs Nos. 1 or 2, or of the tariff of luggage.

CHAPTER VI.—EXCEPTIONAL TRANSPORTS.

Article 51.—Reductions in charge up to 50 per cent. at a maximum may be allowed in exceptional circumstances or with a view to an increase of traffic.

Any request presented with this object should be addressed to the Administration at least a fortnight before the day fixed for the transport.

Article 52.—Empty cases returning are always rated at their real weight, and at the 1st class of tariff No. 3.

The rate is applied by tens of kil. with a minimum of 100 kil. These cases can only be transported by goods trains, unless the sender demand on the carriage ticket the application of tariffs Nos. 1 or 2.

Empty cases returning are only admitted as such when the sender can produce a voucher from the master of the station of destination, stating that they really have served for despatches of goods by railway. The carriage tickets should declare the good or bad condition of the cases.

CHAPTER VII.—GENERAL CONDITIONS.

Article 53.—For goods to be despatched according to tariffs Nos. 1, 2, and 4, the offices are open half an hour before the departure of the first passenger train, and shut half an hour before the departure of the last.

For goods by slow train the offices are open in the principal stations, from the 1st April to 30th September, from 7 in the morning to 7 at night, and from the 1st October to the 31st March, from 8 in the morning to 5 at night.

At intermediate and stopping stations goods are only accepted for transport by those trains which stop there.

Article 54.—At stopping stations where there are no sidings, the Administration is not bound to accept for transport despatches weighing more than 1,000 kil., or requiring the stationing of a waggon on the principal line of rails.

Article 55.—All booking of goods, valuables, equipages, horses, and animals is certified by a bulletin delivered to the sender or by a receipt given in his book.

The receiver is bound to give a receipt for goods and valuables on the register of porterage or on the notice of arrival.

Article 56.—The station masters give notice to receivers by bulletin of the arrival of goods of which the Administration do not undertake the delivery at their address. This bulletin is charged 10 cent. for goods despatched "*bureau restant*" under tariff No. 3. It is delivered gratuitously for despatches by tariffs Nos. 1, 2, and 4, addressed *bureau restant*, or in destination to the stations where carriage is not organized.

The receivers have the right of indicating an agent in the locality of the station of arrival.

The time allowed for unloading counts from the delivery of the notice to the receiver or to his agent by the porters of the Administration or by the post. The goods should be taken away from the station within eight hours, Sundays and holidays, as also the hours of the night, being excepted. This period being expired, all hours following, night and day, without exception for Sundays and holidays, are counted as delay. The following rates are exacted as indemnity for forced detention of the waggons, deposit or warehousing of the goods.

For goods not unloaded, 25 cent. per hour and per waggon of any tonnage.

For goods unloaded but not taken away, 2 cent. per day and per 100 kil., the charge not being under 10 centimes.

In case of press of traffic the Administration reserve to themselves, further, the right of unloading or cartage of the goods at the expense of the sender, at the prices fixed in the tariff for these operations.

Article 57.—Within 10 days of the arrival of goods to be placed in bond, the receivers must take away such goods or store them in their own name, discharging at the same time the cost of transport and the expenses disbursed by the Administration of the railways.

After the expiration of the period fixed by the preceding paragraph, the goods which the receivers shall not have disposed of as above prescribed, will be chargeable, for the profit of the Railway Administration, with an indemnity of 4 centimes per day and per 100 kil., with a minimum of 50 cent. per despatch, without prejudice to the storage dues or others payable to the Administration of Customs.

Article 58.—Goods whose weight is less than 200 kil. per metre cube are charged with an increase of 50 per cent. on their real weight up to a maximum of 200 kil. per metre cube. Exception is made to this regulation in favour of raw and artificial wools and cotton and woollen rags, which are admitted at their real weight.

Article 59.—The transport of indivisible masses of a weight superior to 10,000 kil., or necessitating the use of special vehicles, is not obligatory. If the Administration take them, the prices and conditions of transport and also of the collection and delivery are settled by agreement.

Article 60.—The normal length of the waggon intended for the transport of goods is fixed at 6 metres.

The charge for despatches of more than 6 metres in length is settled as follows:—

From 6 to 12 metres.

a. According to the weight attributed to the despatch when it is equal to or above 6,000 kil.

b. According to this weight increased by 1,500 kil., when it is less than 6,000 kil., with a maximum of 6,000 kil.

From 12 to 18 metres.

a. According to the weight attributed to the despatch when it is equal to or above 10,500 kil.

b. According to this weight increased by 3,000 kil., when it is less than 10,500, with a maximum of 10,500 kil.

From 18 to 24 metres.

a. According to the weight attributed to the despatch when it is equal to or above 15,000 kil.

b. According to this weight increased by 4,500 kil., when it is less than 15,000 kil., with a maximum of 15,000 kil.

Article 61.—The loading of waggons shall not exceed the following dimensions:—

Width 2·70 m., excluding the covering.
Height 3·40 m., above the level of the rails.

The width of the loading must not without special licence surpass 2·70 m. When the width is only 1·50 m. at the top, the height of the loading may be carried to 4·10 m. above the level of the rails.

Every loading being more than from 6 to 14 metres in length shall be limited to 3·10 m. above the level of the rails in height, 2·40 m. in width.

The transport of goods exceeding 14 metres in length is not obligatory.

For transport of articles of this kind, the sender should demand a special authorization.

Article 62.—Every parcel, package, or bale should be conveniently packed and bear a very legible mark or address.

Articles presented for transport imperfectly packed will be refused, or only be accepted on condition of a written declaration of responsibility to be delivered by the sender, and provided they can do no damage to goods with which they may be in contact.

Article 63.—Goods despatched according to tariff No. 3, as well as articles declared according to value, should be accompanied by a carriage note (*lettre de voiture*) or invoice, indicating the exact nature and weight of the despatch.

These indications are useful for the determination of the indemnity in case of loss, total or partial, or damage.

Each such carriage note must refer to one despatch, and can only apply to one single receiver.

Carriage notes accompanying despatches travelling on railways of the State and of Companies in what relates to mixed transports are not subject to the formality of stamping.

Despatches of small goods should also be accompanied by a carriage note when they are composed of more than three packages, or when they weigh more than 100 kil. In this case the preceding regulations are in all points applicable.

Article 64.—For goods loaded by the sender, the Administration do not answer for the number of packages, even if mentioned in the carriage notes. They decline

also all responsibility for damage resulting from bad loading or unloading.

Article 65.—In case of loss of packages despatched under tariffs Nos. 1 and 2, the Administration reserves the right of limiting the indemnity to 4 francs for each kilogramme missing.

Article 66.—Disbursements (*debourses*) are not obligatory.

Articles charged with disbursements are not received unless it is certified that their value exceeds the total of these disbursements and the rate to be paid for the transport.

No disbursements can take place on articles subject to deterioration.

Disbursements of more than 5 francs are subject to a charge of one-quarter per cent. calculated by indivisible amounts of 100 francs.

Articles to be delivered at their address on reimbursement should be declared as such on the carriage note.

Reimbursements are subject to the rate of the tariff of valuables. If the sender wish to leave this rate to the charge of the receiver, the reimbursement that follows is increased accordingly.

Article 67.—Goods are despatched either prepaid or chargeable to the receiver. Nevertheless articles subject to deterioration or of no value, as also urgent despatches (Art. 4), are only received prepaid.

Article 68.—In case of refusal on the part of the receiver, or when the latter is unknown, articles subject to deterioration or to corruption may be sold without judicial formalities for the benefit of the proper party. A *procès verbal* of the sale is prepared.

The return carriage of every article refused by the receiver, and which does not fall under the application of the preceding paragraph, is subject to charge.

Article 69.—Transport of inflammable materials by passenger train is forbidden.

In consequence, straw, hay, raw cotton or wool, tow, cotton rags, and other analogous goods, phosphorus, matches, alcoholic liquids, such as brandies, essential oils, and varnishes, are not admitted to these trains.

These materials can only be transported by goods trains and by means of closed or carefully covered trucks.

Acids in general, alcohols (spirits of wine or of juniper), phosphoric matches, essence or oil of tar, of pit-coal, or turpentine, ethers of all kinds, fireworks, lacker, and varnish of all kinds, as well as naphtha, are only received for transport in incomplete loads, Monday and Thursday in each week, on the rules and conditions of tariffs Nos. 2 and 3 (1st class), according to the weight.

Small parcels, samples, and in general, boxes less than 10 kilogrammes may be sent every day, at the rate of tariff No. 1, and by goods trains only.

Article 70.—The transport of gunpowder or gun cotton cannot take place by the railway.

The only exception is for transports of the Department of War executed according to the conditions prescribed by the conventions.

The rules of the police must be rigorously observed with respect to hurtful or dangerous materials. Poisons must not in any case be loaded with alimentary merchandise.

They ought to be indicated as such on the exterior of the package, and to be presented with special carriage notes.

Article 71.—If the Administratiou has reason to suspect the presence of hurtful or dangerous materials undeclared, it can cause the opening of the boxes or refuse the transport of them.

Every false declaration is punished in the legal manner.

The sender is responsible for every fraud discovered before or after the transport.

In case of accident he bears the consequences of the same.

Article 72.—In case of suspicion of fraud as regards the weight, the nature, or the value of the merchandise, the Administration can demand the opening of the boxes before or after the transport.

They will receive, if the case happens, the double of the supplement of charge, without prejudice to the measures to be taken in execution of the Royal Decree of the 19th May 1843, and of the law of the 6th March 1848.

Article 73.—The Administration declines all responsibility with respect to damages—

1st. When they have not been proved on the arrival of the merchandise and before its acceptation or carrying off by the receiver, or 24 hours after receipt of the notice of arrival, or else when the merchandise has been refused:

2nd. When the exterior of the cases or packages do not present signs of breakage or moisture. They will not answer for tearing or leakage, nor for rust on iron, steel, and zinc, nor for damage happening accidentally to cut stones or any other article not packed. Live animals, eatables, chemical products, objects of art, and especially pictures, are transported without any guarantee on the part of the Administration.

Article 74.—The responsibility of the Administration ceases—

1st. With respect to articles which it has undertaken to deliver at their address, as soon as the receipt is certified by the register of the porterage:

2nd. With respect to goods addressed "*bureau restant*" immediately after they are fetched away, as certified by the receipt of the receiver, or their delivery in virtue of Article 56:

3rd. With respect to merchandise addressed to a place beyond the railway, at the moment of their delivery to the agent appointed by the sender.

Article 75.—In case of reclamation, the carriage notes are only acknowledged by the Administration when they bear the stamp of the office from which they were sent or the signature of the station-master or of his deputy.

No account will be taken of the differences which may exist between the prices and periods notified on the carriage notes, and those specified by the present pamphlet.

In case of error in the application of the tariff, the Administration shall have the right to exact any deficit, either before or after delivery of the goods.

Every reclamation of overcharge or over-tax should be addressed by letter to the Administration through the station-masters within six months of arrival at the station of destination.

The Administration declines all responsibility on the head of reclamations made too late or not according to the above conditions.

Article 76.—Articles allowed to remain in the offices of the Administration more than six months will be sold conformably to the laws and regulations applicable thereto.

Article 77.—The rates fixed for the different kinds of transport do not include custom dues nor the expenses resulting from Custom-house declarations.

The expenses of the Custom-house, as well as fines incurred on the head of inaccurate or imperfect declarations, are chargeable to the sender and upon the goods, which will be liable for the same to the Administration.

Article 78.—The Administration declines all responsibility as to the absence or the inexactness of the documents made by the senders themselves, or upon their indications. The documents presented ought to be made known in the carriage note.

Article 79.—The agents of the Administration, appointed for the service of goods, are bound to give to the senders every explanation desirable and to facilitate to them as much as possible the accomplishment of the necessary formalities.

They should in case of need collect the delivery receipts and the passes forward.

(Here is given a general alphabetical List of Goods, showing their classification, followed by a Table of Distances between the various stations, expressed in leagues.)

TABLE showing the CHARGES for the TRANSPORT of GOODS, FINANCES, EQUIPAGES, HORSES, and CATTLE, for various Distances.

Distances.	Goods. Express Speed. Tariff No. 1. Parcels. Accessary Charges included. 2 kil. and under.	From 2 to 5 kil. inclusive.	From 5 to 10 kil. inclusive.	Fast. Tariff No. 2. "Articles de Messagerie." Accessary Charges included. Minimum per Despatch.	Charge per 10 kil.	Slow Speed. Tariff No. 3. "Articles de Roulage." Accessary Charges not included. Minimum per Despatch, Expenses of loading and unloading included.	Charge per 1,000 kil. 1st Class.	2nd Class.	3rd Class.	4th Class.	Furniture Vans. Price per Van.	Finances.—Tariff No. 4. Accessary Charges included.	Equipages.—Tariff No. 5.—Each Carriage.	Horses and Cattle. Tariff No. 6. Fast Speed, per Waggon.	Slow Speed. 1st Category.	2nd Category.	3rd Category.
Lieues.					Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.		Fr.	Fr.	Fr.	Fr.	Fr.
1	50 Centimes.	75 Centimes.	1 Franc.	1 Franc.	0·06	1·0	1·50	1·40	1·30	1·20	9·0	25 centimes per 1,000 francs, with a minimum charge of 50 centimes per despatch.	9·0	8·0	3·60	5·40	7·20
2					0·07	1·30	2·0	1·80	1·60	1·40	12·0		12·0	10·0	4·20	6·30	8·40
3					0·08	1·60	2·50	2·20	1·90	1·60	15·0		15·0	12·0	4·80	7·20	9·60
4					0·09	1·90	3·0	2·60	2·20	1·80	18·0		18·0	14·0	5·40	8·10	10·80
5					0·10	2·20	3·50	3·0	2·50	2·0	21·0		21·0	16·0	6·0	9·0	12·0
6					0·11	2·50	4·0	3·40	2·80	2·20	24·0		24·0	18·0	6·60	9·90	13·20
7					0·12	2·75	4·50	3·80	3·10	2·40	27·0		27·0	20·0	7·20	10·80	14·40
8					0·13	3·0	5·0	4·20	3·40	2·60	30·0		30·0	22·0	7·80	11·70	15·60
9					0·14	3·25	5·50	4·60	3·70	2·80	33·0		33·0	24·0	8·40	12·60	16·80
10					0·15	3·50	6·0	5·0	4·0	3·0	36·0		36·0	26·0	9·0	13·50	18·0
11					0·16	3·75	6·50	5·40	4·30	3·15	39·0		39·0	28·0	9·60	14·40	19·20
12					0·17	4·0	7·0	5·80	4·60	3·30	42·0		42·0	30·0	10·20	15·30	20·40
13					0·18	4·25	7·50	6·20	4·90	3·45	45·0		45·0	32·0	10·80	16·20	21·60
14					0·19	4·50	8·0	6·60	5·20	3·60	48·0		48·0	34·0	11·40	17·10	22·80
15					0·20	4·75	8·50	7·0	5·50	3·75	51·0		51·0	36·0	12·0	18·0	24·0
16					0·21	5·0	9·0	7·10	5·55	3·80	54·0		54·0	38·0	12·60	18·90	25·20
17					0·22	5·25	9·50	7·20	5·60	3·85	57·0		57·0	40·0	13·20	19·80	26·40
18					0·23	5·50	10·0	7·30	5·65	3·90	60·0		60·0	42·0	13·80	20·70	27·60
19					0·24	5·75	10·50	7·40	5·70	3·95	63·0		63·0	44·0	14·40	21·60	28·80
20					0·25	6·0	11·0	7·50	5·75	4·0	66·0		66·0	46·0	15·0	22·50	30·0
21					0·26	6·25	11·50	7·60	5·80	4·05	69·0		69·0	48·0	15·60	23·40	31·20
22					0·27	6·50	12·0	7·70	5·85	4·10	72·0		72·0	50·0	16·20	24·30	32·40
23					0·28	6·75	12·50	7·80	5·90	4·15	75·0		75·0	52·0	16·80	25·20	33·60
24					0·29	7·0	13·0	7·90	5·95	4·20	78·0		78·0	54·0	17·40	26·10	34·80
25					0·30	7·25	13·50	8·0	6·0	4·25	81·0		81·0	56·0	18·0	27·0	36·0
26					0·31	7·50	14·0	8·10	6·05	4·30	84·0		84·0	58·0	18·60	27·90	37·20
27					0·32	7·75	14·50	8·20	6·10	4·35	87·0		87·0	60·0	19·20	28·80	38·40
28					0·33	8·0	15·0	8·30	6·15	4·40	90·0		90·0	62·0	19·80	29·70	39·60
29					0·34	8·25	15·50	8·40	6·20	4·45	93·0		93·0	64·0	20·40	30·60	40·80
30					0·35	8·50	16·0	8·50	6·25	4·50	96·0		96·0	66·0	21·0	31·50	42·0
31					0·36	8·75	16·50	8·60	6·30	4·55	99·0		99·0	68·0	21·60	32·40	43·20
32					0·37	9·0	17·0	8·70	6·35	4·60	102·0		102·0	70·0	22·20	33·30	44·40
33					0·38	9·25	17·50	8·80	6·40	4·65	105·0		105·0	72·0	22·80	34·20	45·60
34					0·39	9·50	18·0	8·90	6·45	4·70	108·0		108·0	74·0	23·40	35·10	46·80
35					0·40	9·75	18·50	9·0	6·50	4·75	111·0		111·0	76·0	24·0	36·0	48·0
36					0·41	10·0	19·0	9·10	6·55	4·80	114·0		114·0	78·0	24·60	36·90	49·20
37					0·42	10·25	19·50	9·20	6·60	4·85	117·0		117·0	80·0	25·20	37·80	50·40
38					0·43	10·50	20·0	9·30	6·65	4·90	120·0		120·0	82·0	25·80	38·70	51·60
39					0·44	10·75	20·50	9·40	6·70	4·95	123·0		123·0	84·0	26·40	39·60	52·80
40					0·45	11·0	21·0	9·50	6·75	5·0	126·0		126·0	86·0	27·0	40·50	54·0
41					0·46	11·25	21·50	9·60	6·80	5·05	129·0		129·0	88·0	27·60	41·40	55·20
42					0·47	11·50	22·0	9·70	6·85	5·10	132·0		132·0	90·0	28·20	42·30	56·40
43					0·48	11·75	22·50	9·80	6·90	5·15	135·0		135·0	92·0	28·80	43·20	57·60
44					0·49	12·0	23·0	9·90	6·95	5·20	138·0		138·0	94·0	29·40	44·10	58·80
45					0·50	12·25	23·50	10·0	7·0	5·25	141·0		141·0	96·0	30·0	45·0	60·0
46					0·51	12·50	24·0	10·10	7·05	5·30	144·0		144·0	98·0	30·60	45·90	61·20
47					0·52	12·75	24·50	10·20	7·10	5·35	147·0		147·0	100·0	31·20	46·80	62·40
48					0·53	13·0	25·0	10·30	7·15	5·40	150·0		150·0	102·0	31·80	47·70	63·60
49					0·54	13·25	25·50	10·40	7·20	5·45	153·0		153·0	104·0	32·40	48·60	64·80
50					0·55	13·50	26·0	10·50	7·25	5·50	156·0		156·0	106·0	33·0	49·50	66·0
51					0·56	13·75	26·50	10·60	7·30	5·55	159·0		159·0	108·0	33·60	50·40	67·20
52					0·57	14·0	27·0	10·70	7·35	5·60	162·0		162·0	110·0	34·20	51·30	68·40

Accessary Charges not included in the Tariff.

—	Tariff No. 1. Parcels.	Tariff No. 2. "Articles de Messagerie."	Tariff No. 3. "Articles de Roulage."	Tariff No. 4. "Finances."	Tariff No. 5. Equipages.	Tariff No. 6. Horses and Cattle.
Registry, per despatch (compulsory) -	—	—	0·20	—	0·20	0·20
Collection, per despatch, and per 100 kil., or per 1,000 fr. - - -	0·15	0·15	0·15	0·15	—	—
Delivery, do. do. -	—	—	0·20	—	—	—
Loading and unloading, do. do.	—	—	0·10	—	—	—
Postage of notice of arrival for goods addressed "*bureau restant*" - -	—	—	0·10	—	—	—

Special Tariff No. 1.

Applicable to the transport of coal, coke, and "briquettes de charbon" in full waggon loads of not less than 5,000 kil. from the different basins of the country, destined for Antwerp, Ghent, and Ostend, and intended for immediate embarkation for export by sea.

Charge per 1,000 kil.

From.	To Antwerp.	To Ghent.	To Ostend.	From.	To Antwerp.	To Ghent.	To Ostend.
Ans	3·30	4·35	5·10	La Louvière	3·0	3·45	4·85
Auvelais	4·05	4·50	5·20	La Paix			
Boussu	3·60	3·45	4·80	L'Étoile	3·15	3·60	4·90
Bascoup	3·15	3·60	4·90	L'Olive			
Baume				Le Champinaire	3·75	4·20	5·10
Bois-du-Luc				Liège (Station)	3·45	4·50	5·15
Bracquegnies				Do. (Meuse)	3·60	4·55	5·15
Charleroi	3·45	3·90	5·0	Marchiennes	3·45	3·90	5·0
Châtelineau	3·75	4·20	5·10	Mariemont	3·15	3·60	4·90
Chênée	3·60	4·55	5·20	Mons (Station et Bassin)	3·30	3·15	4·70
Couillet	3·45	4·05	5·0	Moustier	4·20	4·55	5·25
Courcelles-Nord	3·30	3·90	4·95	Oignies-Aiseau	3·90	4·35	5·15
Écaussines	2·55	3·0	4·70	Roux	3·45	3·90	5·0
Farciennes	3·75	4·20	5·10	Saint Ghislain	3·60	3·30	4·80
Gosselies-Courcelles	3·30	3·90	4·95	Tamines	3·90	4·35	5·15
Haut-Pré	3·55	4·50	5·15	Thulin	3·75	3·60	4·85
Jemmapres	3·45	3·15	4·75				

Accessary Charges not included in the Tariff.

	Fr.
Registry, per despatch (compulsory)	0·20
Delivery of advice of arrival	0·10

Special Tariff No. 2.

For goods for export at the ports of Antwerp, Ghent, and Ostend.
This tariff applies to wheels, tyres, and axles, cannon balls, iron chains, nails, cast-iron work, wire, machines, springs, fine cloths, locomotives, and rolling stock.

Charge per 1,000 kil.

From.	To Antwerp.	To Ghent.	To Ostend.	From.	To Antwerp.	To Ghent.	To Ostend.
Bruxelles (Allée-Verte)	3·70	4·60	6·05	Gosselies-Courcelles	5·85	6·05	6·70
Tubize	5·20	5·60	6·30	Luttre	5·80	6·0	6·65
Manage	5·70	5·85	6·55	Marchiennes	5·90	6·05	6·75
La Croyère	5·70	5·85	6·55	Charleroi	5·90	6·05	6·75
La Louvière	5·75	5·90	6·60	Couillet	5·90	6·10	6·75
Baume	5·80	5·95	6·65	Châtelineau	6·0	6·15	6·85
Mariemont	5·80	5·95	6·65	Louvain	3·70	5·55	6·20
Bracquegnies	5·80	5·95	6·60	Liége	5·90	6·25	6·90
Bois-du-Luc	5·80	5·95	6·60	Chênée	5·95	6·30	6·95

Accessary Charges not included in the Tariff.

	Fr.
Registry, per despatch (compulsory)	0·20
Delivery of advice of arrival (compulsory)	0·10

SPECIAL TARIFF No. 3.

Applicable to rails and permanent way materials in iron, for export at Antwerp, Ghent, and Ostend, sent by full waggon loads of 5,000 kil. at least.

Charge per 1,000 kil.

From	To Antwerp.	To Ghent.	To Ostend.
Marchiennes	5·20	5·85	6·75
Charleroi	5·20	5·85	6·75
Couillet	5·20	6·10	6·75
Châtelineau	5·20	6·15	6·85
L'Étoile	4·75	5·40	6·65
La Louvière	4·50	5·20	6·60
Liége	5·20	6·25	6·90

Accessary Charges not included in the Tariff.

	Fr.
Registry, per despatch (compulsory)	0·20
Delivery of advice of arrival (compulsory)	0·10

SPECIAL TARIFF No. 4.

Applicable to rough cast-iron work (*fontes brutes*) in full waggon loads of 5,000 kil. as least.

Charge per 1,000 kil.

From.	Namur.	Châtelineau.	Couillet.	Charleroi.	Marchiennes.	Anvers.	Liége.
Namur	—	2·20	2·40	2·40	2·60	4·45	—
La Croyère	3·45	2·40	2·40	2·20	2·0	3·95	—
La Louvière	3·60	2·60	2·40	2·20	2·20	4·0	—
La Paix	3·60	2·60	2·60	2·20	2·20	4·0	—
Bois-du-Luc	3·75	2·80	2·60	2·40	2·40	4·05	—
Bracquegnies	3·75	2·80	2·60	2·40	2·40	4·05	—
Baume	3·75	2·80	2·60	2·40	2·40	4·05	—
Tubize	3·90	3·30	3·15	3·0	3·0	3·60	—
Quiévrain	4·10	3·80	3·75	3·60	3·45	4·30	—
Mouscron	4·65	4·35	4·30	4·25	4·25	4·20	5·05
Anvers	4·45	4·25	4·15	4·15	4·15	—	4·15
Dolhain	—	—	—	—	—	4·50	2·40

Accessary Charges not included in the Tariff.

	Fr.
Registry, per despatch (compulsory)	0·20
Delivery of advice of arrival (compulsory)	0·10

GENERAL RULE applicable to all the SPECIAL TARIFFS.

The charges of the Special Tariffs are reduced 25 centimes per ton for regular transports of one waggon of five tons at least per day, taken by subscription for a duration of six months at least.

Appendix AT.

Offer from the Waterford and Limerick Railway to reduce their Fares on certain Conditions.

Waterford Terminus,
Sir, 19th July 1865.

Referring to the evidence given by our chairman before the Royal Commission on Railways, (duly reported to my board by Mr. Malcomson), I am directed to submit the subjoined proposition for consideration, as one mode of giving needful relief to that district of country in the southern part of Ireland traversed by our railway which this company would be willing to adopt, by way of giving effect to the object aimed at, and of testing the experiment how far such a reduction of fares will eventuate.

Your obedient servant,
William Pole, Esq., Secretary, Royal Commission on Railways. Thos. Ainsworth, Secretary.

ROYAL COMMISSION ON RAILWAYS.

(Irish Section.)

The Waterford and Limerick Company offer to reduce their Passenger Toll powers to the extent of one-third, say—

1st class, 3*d.* to 2*d.* per mile.
2nd „ 2*d.* to 1½*d.* „
3rd „ 1*d.* to ⅔*d.* „

provided the Government finds funds at the Harbours Improvement Act rate of 3¼ % interest, to take up the Company's bonds and preference capital as same become available.

J. P.

Appendix AV.

Memorial from Scariff, as to Boats on the Shannon.

To the Commissioners of Inquiry into Irish Railways.

The humble memorial of the inhabitants of Scariff and its neighbourhood in the county of Clare,

Sheweth,

That direct steam navigation on the river Shannon, from Killaloe to Lough Allen had existed for nearly forty years.

That the Midland Railway Company, by establishing steamers and conveying passengers without any payment between Killaloe and Athlone, compelled the other boats to cease plying, and established a monopoly in 1858.

That afterwards they entered into a contract by deed under seal, with the Great Southern and Western Railway Company, not only to put an end to such steam passenger traffic, but actually not to permit the making of any railway west of the Shannon, for a distance of 80 miles, forming one-eighth of this kingdom. Which from the position of these two railways they are effectually able to do.

That said injurious contract is fully acted on. The magnificent steam-boats are all rotting in the harbour of Killaloe.

That only lately, since the Commission of inquiry was proposed, a wretched tug-boat was put on, being the only steamer on the finest river in Europe for the length of eighty miles.

That there are many other important facts connected with this contract, too long to detail to the Commissioners, but most injurious to the public, to petitioners, and even to the railway companies themselves, which memorialists are ready to prove, if required by the Commissioners.

Memorialists pray for an inquiry by the Commissioners into these facts, directly affecting the railways, and the public interests, and particularly injurious to your memorialists.

And memorialists will ever pray, &c.

(Signed) J. W. Seward, J. P.
Robert Studdert, J. P.
Philip Reade, J. P.
Ralph Westropp, J. P.
} Counties Galway and Clare.

Hy. Bruce, Major, Williamstown, King's County.
Philip W. V. Reade, The Woodparks.
Michael Clarke, Williamstown.
Sidney J. Herstage, Dromaan House.
David Elliott, C. F., Whitegate.
Robert Clarke, Mount Shannon.
Wm. Bayle, Mount Shannon.
John Stenson, Mount Shannon.
George Elliott, Postmaster, Mount Shannon.
Nathl. J. Turner, Mount Shannon.
John Dinack, Mount Shannon.
Thomas Clark, Clonalice.
Thos. Alexander, Mount Shannon.
Natt. Turner, senior, Coolderagh.
Geo. Stoney, (Clerk), Mount Shannon, County Galway.
James Brady, Tomgraney.
Rd. R. Studdert, Coolregh.
Andrew Belchew, Clerk, Tomgraney Rectory.
Thomas M'Carthy, Scariff.
John Hickie, Scariff.
James Molony, Scariff.
John Call, Scariff.
Rady Craven, Scariff.
Edward Campbell, Scariff.
Patt. Duggan, Scariff.
John Molony, Scariff.
W. H. Moulonde, J. P., Rahener Park.
Charles Wallnutt, J. P., Moyner House, County Clare.

Appendix AW.

Abstract of Returns on various Matters from Irish Railways.

Return No. 1.—General Particulars and Cost of Management.

—	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.	Totals.
Length of Lines owned, leased, or worked by the Company named:—																	
Miles, double	nil.	6¾	- - -	nil.	56	32	nil.	18	188	9	115¼	nil.	nil.	48	34	nil.	507
„ single	44½	143¾	31¼	6¼	7	43	35	90	248½	150½	217½	21	6	72	157	7¼	1,280½
Total	44½	150½	31¼	6¼	63	75	35	108	436½	159½	332¾	21	6	120	191	7¼	1,787½
Number of Directors	8	16	7	12	11	12	- - -	12	16	12	15	12	- - -	12	10	5	160
Gross annual Sums allotted by the Company as remuneration, travelling expenses, &c. for Directors.	£ 200	£ 360	£ 300	£ 200	£ 925	£ 750	£ - - -	£ 1,250	£ 3,000	£ 500 (& One Guinea per day for Country Directors attending in Dublin.	£ 2,581	£ 134 Actual Travelling Expenses.	£ - - -	£ 471	£ 131	£ 100	£ 10,902
Officers, with their respective salaries:—																	
Traffic Manager	406	800	200	250 & Engineer.	500	500 & Secretv.	300	- -	850	500	500	300 & Secretary.	200	1,000 & Secretary.	400	- - -	6,700
„ Assistants	- - -	- - -	- - -	- - -	- - -	45	- - -	- -	- -	381	211	- - -	- - -	250	222	- - -	1,109
Secretary	150	450	250 & Accountt.	200	300	- -	- - -	570	500	400	300	- - -	75	- - -	400	200 & Superintt.	3,995
„ Assistants	- - -	- - -	30	- - -	- - -	110	- - -	102	- -	70	155	- - -	- - -	1,001 Clerks assisting all the Officers.	- - -	- - -	1,468
Messenger	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- - -	- - -	- - -	- - -	- - -	-
Engineer, consulting	- - -	200	50	- - -	100	- - -	- - -	- -	- -	- -	- -	- - -	- - -	23	- - -	- - -	23
„ resident	- - -	300	- - -	- - -	300	500	- - -	- -	600	400	500	- - -	- - -	- - -	- - -	- - -	350
„ Assistants	- - -	- - -	- - -	- - -	- - -	- -	91	- -	- -	120	272	- - -	- - -	250	300	- - -	3,150
Locomotive Superintendent	300 & Engineer.	350	- - -	- - -	350	150	144	- -	500	400	500	250	- - -	300	107	- - -	590
„ Assistants	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	- -	- - -	- - -	- - -	400 & Car. Superintt.	- - -	3,644
Carriage Superintendent	- - -	- - -	- - -	- - -	- - -	150	- - -	- -	- -	110	387	- - -	- - -	- - -	104	- - -	601
Accountant	70	200	- - -	100	150 & Cashier.	200	98	200	- -	160	400	130 & Cashier.	50	120	80 & Assist Secy.		1,958
„ Assistants	60	- - -	- - -	- - -	- - -	120	273 Five Clerks.	- -	- -	110	175	130 Three Clerks.	- - -	- - -	(a) 486	- - -	868
Treasurer or Cashier	120 & Assist Secy.	115	- - -	- - -	- - -	160	- - -	285	- -	- -	339	- - -	- - -	- - -		- - -	(a) 486
Audit Clerk	316	150	60	- - -	115	95	- -	600	- -	100	997	75	- - -	170	462	- - -	969
„ Assistants						75	- -	Cls. House	- -	290		& Traff. Assist.	- - -	- - -	Clearing House.		3,505
Transfer Clerk	- - -	- - -	- - -	- - -	- - -	- - -	- - -	235	- -	- -	485	- - -	- - -	- - -	- - -	- - -	720
Storekeeper	- - -	- - -	74 Clerks.	- - -	120	- - -	- - -	- -	- -	- -	410	- - -	- - -	100	198 & Paymaster & Assistants.	- - -	902
Auditors	10	70	20	15	- -	21	- - -	- -	- -	25	- -	- - -	- - -	- - -	30	- - -	191
Solicitor	- - -	- - -	- - -	- - -	200	- -	- - -	300	- -	400	759	- - -	- - -	- - -	300	- - -	1,959
Miscellaneous Expenses, advertising, stamps, printing, rent, commission, &c.	633	512	440	197	350	- -	40	- -	1,008	55	- -	314	30	190	172	- - -	3,941
	2,259	3,507	1,424	962	3,410	2,876	946	3,492	6,458	4,021	9,171	1,333	355	3,875	3,712	380	48,181

Return No. 2.

List of Agreements made with other Companies, giving their dates, periods, and a short sketch of the nature of each.

Belfast and County Down.

Belfast, Holywood, and Bangor.—Sale of the Holywood Branch to the above Company under 28 & 29 Vict. (Sess. 1865) by a payment of 50,000*l.* in cash, and an annual rent of 5,000*l.*, subject to redemption within ten years at 4½ per cent.

Belfast and Northern Counties.

Carrickfergus and Larne.—Agreement dated 23rd February 1863, terminable at six months' notice, for general working of the line at a mileage rate, varying according to the number of trains per day.

Londonderry and Coleraine.—Agreement dated 11th April 1865, terminable at three months' notice, for general working of the line at a mileage rate, according to the number of trains required.

Irish North-western and Ulster.—Agreement, expires 10th July 1865, for a division of all through traffic between Belfast and Londonderry.

Cork and Bandon.

Cork and Kinsale Junction.—Haulage agreement from June 1863 for five years, at a rate of 30 per cent. off traffic receipts.

Cork, Blackrock, and Passage.

Does not apply.

Dublin and Belfast Junction.

Banbridge Junction.—Lease of line for 21 years from 23rd March 1859, subject to 2,000*l.* a year rent, less income tax and tenant's proportion of poors rate.

Dublin and Drogheda.—Agreement for station services and accommodation at Drogheda station, 1,000*l.* a year, liable to be terminated at six months' notice by either party.

Ulster.—The like at Portadown station, 675*l.* a year for three years, from 1st July 1865.

Dublin and Drogheda.

No Agreement.

Dublin and Meath.

Midland Great Western.—Award between the Dublin and Meath and Midland Great Western Companies, dated 29th July 1861, whereby it is arranged to exchange for a period of 10 years the traffic between Dublin and Dublin and Meath stations; four trains each way to be run on week days, and two trains each way on Sundays.

Dublin and Drogheda.—Award between the Dublin and Meath and Dublin and Drogheda Companies, dated 30th October 1862, under which the Dublin and Meath Company pays certain tolls and station rents, junction signal expenses, &c., for making the Dublin and Meath's running powers over the Navan and Kells section of the Dublin and Drogheda railway.

Dublin, Wicklow, and Wexford.

Dublin and Kingstown.—The only "agreement" to which this return refers can, as regards the Dublin, Wicklow, and Wexford Company, only embrace the lease of the Kingstown railway and agreements with the Kingstown Company, all of which are by agreement for a lease of the line for 999 years from the 1st January 1865 cancelled, the latter may be said to be the only agreement. The lease is not yet perfected.

Great Southern and Western.

Cork and Limerick Direct.—Agreement, dated 6th September 1862, for five years for working at 40 per cent. of the receipts.

Cork, Youghal, and Queenstown.—Agreement, dated 11th February 1865, to purchase that line for 310,000*l.* of Great Southern and Western original stock, upon obtaining an Act for that purpose.

Meantime, by agreement for lease, dated 1st April 1865, the Great Southern and Western work the line for three years, at 13,950*l.*, being 4½ per cent. on 310,000*l.*, or in case of a higher dividend being paid on such stock, then the rate of such dividend.

Irish North-western.

1. *Londonderry and Enniskillen.*—Agreement, dated 17th March 1860, for a lease of the Londonderry and Enniskillen Railway, plant, rolling stock, &c., for 35 years, from 31st December 1859, to be perpetually renewed for successive terms of 35 years each, rent 26,000*l.* a year, and if after 1862 the Irish North-western Company's receipts (exclusive of its receipts from the Clones and Cavan Branch) exceed 95,000*l.* in any year, then the rent to be increased by 20 per cent. of such excess. If the rent for any year shall reach 33,000*l.*, that sum to be thenceforth the fixed yearly rent.

2. *Enniskillen, Bundoran, and Sligo.*—A provisional agreement, at present undated, for working, and maintenance, and conduct of traffic at 2*s.* per train mile, for 10 years from the opening for public traffic.

3. *Finn Valley.*—Provisional agreement, dated October 1861 and 5th September 1863, for working, and maintenance, and conduct of traffic, for 35 per cent. of the traffic earnings of the Finn Valley for 10 years from 1st November 1862.

4. Heads of a provisional agreement, dated 11th May 1865, with the Dundalk and Greenore, and London and North-western, for through booking arrangements, and for working, management, and maintenance of a proposed line between Dundalk and Grenore.

Midland Great Western.

Grand Canal Company and Great Southern and Western Railway Company.—Lease of the canal dated 1st August 1853, for 10 years, from 1st July 1853, at a rent of 19,565*l.* 11*s.* 11*d.*

Great Southern and Western.—Reference dated 23rd September 1859 as to disputes with that company.

Grand Canal Company and Great Southern and Western Railway Company.—By deed of submission dated 23rd February 1860 a certain sum was agreed to be paid to the canal company by the two railway companies, subject to procuring an Act of Parliament. The award of the arbitration settles the terms of purchase. The Bill for purchase of the canal was promoted in 1860, but was not passed.

Great Northern and Western.—Agreement dated 22nd June 1857 to withdraw oppositions to Bills then in Parliament. The Midland Company to subscribe to the Great Northern and Western line, and to work its traffic. Terms to be ratified by subsequent Act of Parliament.

Agreement dated 1st August 1859 as to the mode of constructing the Great Northern and Western line and terms for conducting the traffic by the Midland Great Western. This agreement was assented to by the shareholders and approved by the Board of Trade 16th August 1859.

Athenry and Tuam.—Agreement dated 15th June 1858 to abandon opposition to the Bill in Parliament for this line. Power to be taken to lease the same by the Midland Company. Proviso not to extend the Athenry and Tuam line to Castlebar and other towns.

Agreement dated 26th April 1859 to lease the Athenry and Tuam line for 10 years at a rent of 4,000*l.* per annum. The line not to be extended to certain towns north of Tuam.

Magnetic Telegraph Company.—Indenture of 1st January 1859 for 14 years to reconstruct the Midland Company's line of telegraph from Dublin to Galway, with new lines to Cavan and Longford.

Dublin and Meath.—Agreement dated 3rd April 1861 for withdrawing by the Meath Company a certain Bill then before Parliament, and referring to arbitration the terms on which the traffic of the Meath line should be carried over the Midland line.

Newry and Armagh.

Newry, Warrenpoint, and Rostrevor.—Agreement, dated 22nd May 1863, for working the Junction (Dublin Bridge), each company paying a moiety (on their traffic) of the expenses.

Ulster.—Agreement on the award of Captain Rich, dated 12th February 1865, for working this Company's traffic at Armagh.

Traffic agreements have been made at different periods between this Company, the Dublin and Belfast Junction, the Ulster, the Irish North-western, the Dublin and Drogheda, and the Newry, Warrenpoint, and Rostrevor Companies for the section of the line from Newry to Goraghwood. The Dublin and Belfast, and Ulster Companies refuse a reciprocity of arrangement with this Company on that section of the line from Goraghwood to Armagh.

NEWRY, WARRENPOINT, AND ROSTREVOR.

Newry and Armagh.—Agreement, dated 15th March 1859, by which that Company admitted its repudiation of agreement of 1857, to lease the Warrenpoint line, and agreed to form a junction between the two lines at joint expenses. But after such junction was made the Newry and Armagh Company promoted an opposition line running parallel with the Newry and Warrenpoint Company's line, called the Newry and Greenore Railway, and otherwise impede the developing of the traffic.

Dundalk Steam Packet Company.—Agreement, dated 31st August 1859, for loading and discharging all English traffic at Warrenpoint, paying 1*s.* per ton.

ULSTER.

1. *Portadown, Dungannon, and Omagh.*—Lease for 999 years at 5,250*l.* half-yearly rent till the gross recepts amount to 11,500*l.* half-yearly. When gross receipts shall exceed 23,000*l.* per annum and shall not exceed 25,000*l.* per annum, the rent shall be 10,500*l.* per annum, and half of receipts above 23,000*l.*, payable half-yearly. When gross receipts shall exceed 25,000*l.* per annum and not exceed 30,000*l.*, the rent shall be 47½ per cent. of the receipts, payable half-yearly. When gross receipts shall exceed 30,000*l.* per annum and shall not exceed 36,000*l.*, the rent shall be 50 per cent. of the receipts, payable half-yearly. When gross receipts shall exceed 35,000*l.* per annum, the rent shall be 55 per cent. of the receipts.

2. *Banbridge, Lisburn, and Belfast.*—Lease agreed on but not yet executed. The line is worked by the Ulster Company in accordance with the terms of such lease for 21 years, from 13th July 1863. Rent payable half-yearly according to a schedule in such lease, which regulates the payments by a scale rising from 20 per cent. so long as the half-yearly receipts do not exceed 3,000*l.*, to 55 per cent. when the half-yearly receipts reach or exceed 7,000*l.*

3. *Dublin and Belfast Junction.*—Agreement for three years from 1st July 1865, to render station services, &c. at Portadown station to the Dublin and Belfast Junction Company for 675*l.* per annum, payable half-yearly.

4. *Newry and Armagh.*—Under the awards of Captain Rich, R.E., of 17th June and 25th August 1865, and of the Board of Trade dated 20th June 1865, the Newry and Armagh Company to make, repair, and maintain the junction with the Ulster line, and points, signals, &c., paying 100*l.* a year for attendant at points and signals and incidental expenses for such junction, points, and signals. For goods loaded or unloaded for the Newry and Armagh Company at the Armagh station of the Ulster Company, 7*d.* per ton, and for minerals 2*d.* per ton, to be paid to the Ulster Company by the Newry and Armagh Company. The Newry and Armagh Company to pay the Ulster Company for the use of the portion of the Ulster Railway near the junction, 221*l.* 10*s.* annually, and for the use of the Armagh station 233*l.* 6*s.* 8*d.* annually, and towards the expenses of working the Armagh station 180*l.* annually.

5. *Irish North-western.*—This Company is paid by the Ulster Company 245*l.* 16*s.* 4*d.* per annum as rent for the use of the Omagh joint station, the Ulster Company bearing a proportion of the expenses of working the traffic, &c. at the station by both companies jointly.

6. *Irish North-western.*—This Company is paid by the Ulster Company 430*l.* per annum for transacting its passenger and parcel traffic, for the use of engine shed and turntable, and for working signals at the Clones station. The Ulster Company pay for traffic services 6*d.* per ton on first-class goods, 1*s.* per ton on general goods, and 1*s.* per waggon for cattle.

7. *Belfast and Northern Counties.*—Agreement, dated 12th August 1865, determinable at three months' notice, for through traffic between Belfast and Londonderry, viâ Omagh and viâ Coleraine. From the receipts by both routes 12½ per cent. to be allowed to either route for working expenses for passengers, parcels, horses, carriages, dogs, &c. From the recepts for goods and cattle 33⅓ per cent. to be allowed to either route, together with cartage of goods. The division of the balance for passenger traffic is 75 per cent. by Coleraine route, and 25 per cent. by Omagh route; for goods traffic 66⅔ per cent. for Coleraine route, and 33⅓ for Omagh route.

WATERFORD AND LIMERICK.

Working Agreements.

Limerick and Foynes.—From 1st November 1863, for 3,700*l.* a year, to find three trains in summer and two in winter each way daily, except specials and Sundays, for which 2*s.* per train per mile is to be paid.

Limerick and Castleconnell.—From 20th July 1860 to 12th April 1868; haulage 1*s.* 11*d.* per train per mile.

Limerick and Ennis.—From 23rd April 1861, for 20 years, at 45 per cent of the receipts.

Waterford and Kilkenny.—From 31st January 1863, for five years at 43 per cent. of the receipts.

Kilkenny Junction.—From 1st March 1865, temporarily; 2*s.* 3*d.* per train per mile for a two train service, and 1*s.* 11*d.* per train per mile for a three train service.

Athenry and Ennis Junction (line not open).—From 27th May 1863, for 20 years, at—

s.	*d.*		
2	6	per train per mile for	1 train.
2	0	,, ,,	2 trains.
1	10	,, ,,	3 ,,
1	9	,, ,,	for more than 3.

Rathkeale and Newcastle Junction (when opened).—From 19th December 1863, for 20 years—

s.	*d.*		
2	3	per train per mile for	2 trains.
1	11	,, ,,	3 ,,

until receipts reach 10*l.* per mile per week in any year ending 31st December, then working to lapse into 45 per cent. of receipts for term out. Option of ultimate purchase by the Waterford and Limerick Company reserved on giving four per cent. on ordinary capital.

WATERFORD AND TRAMORE.

Nil.

RETURN No. 3.

STATEMENT of MORTGAGE DEBENTURES, BONDS, and other LOANS from the commencement, showing Amounts, Rates of Interest, Dates at which to be repaid, &c.

BELFAST AND COUNTY DOWN.

When to be repaid.		Rates of Interest.
	£	£
Short notice -	13,400	76,798 at 4 per cent.
1865 - -	30,870	89,629 at 5 ,,
1866 - -	46,696	——
1867 - -	37,584	——
1868 - -	22,792	——
1869 - -	8,265	——
1870 - -	6,820	——
	£166,427	£166,427

Average rate, 4·538.

BELFAST AND NORTHERN COUNTIES.

When to be repaid.		Rates of Interest.
	£	£
At 3 months' notice	31,250	——
1865 - -	54,250	8,135 at 4 per cent.
1866 - -	87,956	138,141 at 4¼ ,,
1867 - -	65,770	116,900 at 4½ ,,
1868 - -	30,150	25,300 at 5 ,,
1869 - -	5,500	——
1870 - -	12,200	——
1871 - -	1,000	——
1872 - -	400	——
	£288,476	£288,476

Average rate, 4·402.

Cork and Bandon.

When to be repaid.	Rates of Interest.
	£
Not stated.	20,986 at 4 per cent.
	1,300 at 4½ „
	45,500 at 5 „
	12,200 at 6 „
	£79,986

Average rate, 4·882.

Cork, Blackrock, and Passage.

When to be repaid.		Rates of Interest.
	£	£
1865 - -	8,631	5,263 at 4 per cent.
1866 - -	7,231	200 at 4½
1867 - -	6,431	27,050 at 5 „
1868 - -	2,081	7,000 at 6 „
1869 - -	13,831	—
1870 - -	1,031	—
1871 - -	277	—
	£39,513	£39,513

Average rate, 5·041.

Dublin and Belfast Junction.

When to be repaid.		Rates of Interest.
	£	£
1865 - -	34,900	7,100 at 4 per cent.
1866 - -	76,230	97,300 at 4½ „
1867 - -	17,400	120,670 at 5 „
1868 - -	33,000	—
1869 - -	59,040	—
1870 - -	4,500	—
	£225,070	£225,070

Average rate, 4·752.

Dublin and Drogheda.

When to be repaid.		Rates of Interest.
	£	£
At call - -	3,100	25,750 at 3 per cent.
1865 - -	25,944	56,153 at 4 „
1866 - -	50,967	93,450 at 4¼ „
1867 - -	81,649	80,194 at 4½ „
1868 - -	49,325	12,800 at 4¾ „
1869 - -	41,690	30,000 at 5 „
1870 - -	1,000	—
1874 - -	1,000	—
	254,675	
Perpetuities -	43,672	—
	£298,347	£298,347

Average rate, 4·259.

Dublin and Meath.

When to be repaid.		Rates of Interest.
	£	£
1865 - -	30,500	105,738 at 5 per cent.
1866 - -	23,100	—
1867 - -	30,738	—
1868 - -	14,800	—
1872 - -	6,600	—
	£105,738	£105,738

Rate, 5 per cent.

Dublin, Wicklow, and Wexford.

When to be repaid.		Rates of Interest.
	£	£
1865 - -	12,612 - -	52,740 at 4 per cent.
1866 - -	93,657 - -	5,900 „ 4¼ „
1867 - -	73,337 - -	117,216 „ 4½ „
1868 - -	69,380 - -	1,500 „ 4¾ „
		203,577 at 5 per cent.
1869 - -	20,827 - -	—
1870 - -	14,077 - -	—
1871 - -	15,077 - -	—
1872 - -	11,077 - -	—
1873 - -	11,057 - -	—
1874 - -	9,667 - -	—
1875 - -	8,257 - -	—
1876 - -	5,517 - -	—
1877 - -	5,517 - -	—
1878 - -	5,517 - -	—
1879 - -	5,517 - -	—
1880 - -	5,517 - -	—
1881 - -	5,517 - -	—
1882 - -	5,521 - -	—
1883 - -	3,285 - -	—
	£380,933	£380,933

Average rate, 4·695.

Great Southern and Western.

When to be repaid.		Rates of Interest.
	£	£
Not stated -	31	180,612 at 4 per cent.
1865 - -	13,000	156,350 „ 4¼ „
1866 - -	80,500	10,000 „ 4⅜ „
1867 - -	116,000	179,769 „ 4½ „
1868 - -	162,000	3,300 „ 4¾ „
1869 - -	36,500	10,800 „ 5 „
1870 - -	55,500	—
1871 - -	20,400	—
1872 - -	23,500	—
1873 - -	22,800	—
1874 - -	10,600	—
	£540,831	£540,831

Average rate, 4·270.

Irish North-western.

When to be repaid.		Rates of Interest.
	£	£
At call - -	32,441	11,000. Not stated.
1865 - -	34,152	69,304 at 4 per cent.
1866 - -	27,425	44,877 „ 4½ „
1867 - -	67,175	54,830 „ 5 „
1868 - -	18,080	28,700 „ 5½ „
1869 - -	5,250	29,716 „ 6 „
1870 - -	3,850	—
1871 - -	3,850	—
1872 - -	3,850	—
1873 - -	3,850	—
1874 - -	3,850	—
1875 - -	3,850	—
1876 - -	3,850	—
1877 - -	3,850	—
1878 - -	3,850	—
1879 - -	3,850	—
1880 - -	3,850	—
1881 - -	3,850	—
1882 - -	3,850	—
1883 - -	3,854	—
	£238,427	
Irredeemable -	54,490	£238,427

Average rate on 281,917*l.* is 4·835.

MIDLAND GREAT WESTERN.

When to be repaid.	Rates of Interest.
	£
Not stated.	79,450 at 4 per cent.
	66,150 at 4¼ ,,
	21,000 at 4⅜ ,,
	372,733 at 4½ ,,
	124,180 at 5 ,,
	£663,513*

Average rate, 4·505.

NEWRY AND ARMAGH.

When to be repaid.		Rates of Interest.
	£	£
1865	11,405	78,000 at 5 per cent.
1866	10,095	——
1867	26,050	——
1868	30,450	——
	£78,000	£78,000

Rate of 5 per cent.

Provisional Obligations or Lloyd's Bonds.

Past due 217,560*l.* | 217,560*l.* not stated.

NEWRY, WARRENPOINT, AND ROSTREVOR.

When to be repaid.		Rates of Interest.
	£	£
At call	8,438	4,938 at 1 per cent above Bank of England rate.
1866	2,600	——
1867	21,000	3,100 at 4 per cent.
1868	5,100	33,100 at 5 per cent.
1869	4,000	——
	£41,138	£41,138

Average rate on 36,200*l.* is 4·914.

ULSTER.

When to be repaid.		Rates of Interest.
	£	£
At 6 months' notice	12,665	117,330 at 4 per cent.
1865	61,500	96,300 at 4¼ ,,
1866	42,650	3,650 at 4⅜ ,,
1867	67,540	39,580 at 4½ ,,
1868	12,275	——
1869	38,430	——
1870	10,800	——
1871	9,100	——
1872	1,000	——
1874	900	——
	£256,860	£256,860

Average rate, 4·176.

WATERFORD AND LIMERICK.

When to be repaid.		Rates of Interest.
	£	£
1864	1,600	56,496 at 3½ per cent.
1865	6,800	3,000 at 4 ,,
1866	12,495	7,000 at 4¼ ,,
1867	88,914	10,000 at 4⅜ ,,
1868	45,616	85,590 at 4½ ,,
1869	34,079	64,675 at 4¾ ,,
1870	19,945	75,720 at 5 ,,
1871	4,713	3,000 at 5¼ ,,
1872	12,534	12,400 at 5½ ,,
1873	11,757	——
1874	24,507	——
1875	2,310	——
1876	2,391	——
1877	2,475	——
Carried forward	£270,136	£317,881 - Carried forward.

* Omitted in this return:

	£
Mortgage to Royal Canal	135,861
Exchequer Loans	470,139

WATERFORD AND LIMERICK—*cont.*

When to be repaid.		Rates of Interest.
	£	£
Brought forward	270,136	317,881 Brought forward.
1878	2,561	——
1879	2,652	——
1880	2,744	——
1881	2,840	——
1882	2,939	——
1883	3,043	——
1884	3,148	——
1885	3,259	——
1886	3,373	——
1887	3,491	——
1888	1,695	——
Perpetual	16,000	——
	£317,881	£317,881

Average rate, 4·524.

WATERFORD AND TRAMORE.

When to be repaid.		Rates of Interest.
	£	
1866	500	18,850 at 5 per cent.
1867	8,300	500 at 5½ per cent.
1868	3,550	——
1869	4,000	——
1870	1,000	——
1871	2,000	——
	£19,350	£19,350

Average rate, 5·013.

FURTHER ABSTRACTS of RETURN No. 3.

SUMMARY of TIMES at which BONDS fall due.

	£
Past due and at short notice	318,885
In 1865	326,164
1866	562,102
1867	707,888
1868	498,599
1869	271,412
1870	130,723
1871	56,417
1872	58,961
1873	49,464
1874	50,524
1875 to 1888	123,740
Perpetuities	114,162
Time not stated	743,499*
	£4,012,540

CLASSIFICATION of BONDS according to Rate of Interest.

——	Rate.	Interest One Year.
£		£
25,750	3 per cent.	772
56,496	3½ ,,	1,977
679,971	4 ,,	27,198
563,291	4¼ ,,	23,939
44,650	4⅜ ,,	1,954
1,135,659	4½ ,,	51,104
82,275	4¾ ,,	3,908
1,097,434	5 ,,	54,872
3,000	5¼ ,,	158
41,600	5½ ,,	2,288
48,916	6 ,,	2,935
	(Average 4·264.)	
£3,779,042		171,105
233,498	Rate not stated.†	
£4,012,540		

* Cork and Bandon - - - - £ 79,986
Midland Great Western - - - 663,513
£743,499

† Irish North-western - - - 11,000
Newry, Warrenpoint, and Rostrevor - 4,938
Newry and Armagh - - - - 217,560
[Rate not stated.] £233,498

Return No. 4.

Particulars of Goods Traffic.

N.B.—The Questions were—

"State the following particulars respecting the ten principal items of your goods traffic.

"The weight carried, and the amount of earnings each way, up and down the line, for the last five years.

"Also the rates per mile and terminal rates charged, with all changes in the rates during that period."

As, however, many companies stated it would be impossible to make such a comprehensive return, they were requested to give the best information in their power.

Belfast and County Down.

—	1862.		1863.		1864.	
	Tons.	£	Tons.	£	Tons.	£
Coal - -	10,886	914	8,779	714	9,959	712
Minerals -	3,973	249	13,186	915	13,091	944
Merchandise -	29,743	5,732	37,353	6,456	38,082	7,865
Totals -	44,602	6,895	59,318	8,085	61,132	9,521

Total of Goods Traffic for 1864, 61,132 tons, 9,521*l.*, comprised of the following items:

——	—	—	Average per ton per mile.
	Tons.	£	*d.*
Coal - - -	10,000	700	1¼
Stone - - -	8,000	500	1¼
Lime, sand, and brick -	5,000	450	1¼
Breadstuffs - -	10,000	1,400	1¾
Flax and tow - -	3,000	650	1¾
Grain - - -	3,000	400	1¾
Potatoes - - -	1,500	250	1¾
Pork - - -	1,000	200	2½
General merchandise -	19,500	4,950	—
	61,000	9,500	—

With respect to the rates charged this company has not been able to attain the desirable simplicity of charges calculated at uniform rates per mile, owing to the competition by road to which it is exposed at different points of its system, but those quoted may be taken as a fair average for the line.

No material change has been made in this company's rates since 1861.

Belfast and Northern Counties.

Average Rates per ton per mile.	——	1863.		1864.	
		Tons.	£	Tons.	£
2	Grain - -	40,577	9,082	34,515	7,008
2	Potatoes -	1,538	226	532	120
2½	Pork - -	3,409	1,495	4,052	1,729
2¼	Linens -	4,333	1,855	4,333	1,958
2½	Yarns - -	3,452	1,526	3,298	1,562
2½	Flax - -	6,770	3,319	7,973	4,234
2¼	Flaxseed -	2,400	1,074	2,215	1,052
2¼	Butter and eggs	2,010	873	2,164	869
2	Timber -	3,068	822	3,687	912
1½	Coals - -	35,946	5,145	33,432	4,785
		103,503	*25,417*	*96,201*	*24,229*

Exceptions.

Belfast and Cookstown, Indian meal, Indian corn and wheat 6*s.* 9*d.* per ton = 1½*d.* per ton per mile.

Belfast and Newtownlimavady, flour 10*s.* per ton = 1½*d.* per ton per mile.

Belfast and Newtownlimavady, potatoes 7*s.* 6*d.* per ton = 1$\frac{1}{10}$*d.* per ton per mile.

Belfast and Londonderry, grain, 5 tons and upwards, 6*s.* per ton = ¾*d.* per ton per mile.

Cartage of linens, yarns, flax, and flaxseed, butter and eggs, at Belfast and Londenderry is included in the rate.

There has been so little deviation in these rates for the last five years, that it is not necessary to furnish the charges during that period.

The terminal expenses are included in the rates.

Cork and Bandon and Kinsale Junction.

——	Down.		Up.		Changes in Rates.
	Tons.	Earnings.	Tons.	Earnings.	
		£		£	
Coal - -	16,062	1,472	—	—	From 1*s.* 8*d.* to 1*s.* 10*d.* per ton.
Foreign corn -	24,422	4,273	—	—	There have been five changes in corn in the following order, 3*s.* 3*d.*, 3*s.* 6*d.*, 3*s.* 9*d.*, 4*s.*, and now 3*s.* 6*d.* per ton.
Home corn -	25,903	4,533	—	—	
Wheat, oats, and barley.	—	—	9,863	1,726	
Pitwood -	—	—	3,142	432	From 2*s.* 9*d.* to 3*s.*
Butter - -	—	—	4,740	1,443	From 3*d.* to 2½*d.* per firkin.
Lime - -	6,585	633	—	—	Nil. 10*s.* 6*d.*, 8*s.*, and 6*s.* per waggon.
Porter and ale	3,471	867	—	—	Nil. 5*s.* per ton.
Whiskey -	—	—	2,317	579	Nil. 5*s.* per ton.
Guano - -	4,718	707	—	—	Lots of five tons and over reduced from 3*s.* to 2*s.* 6*d.* per ton. No alteration in lots under five tons.
Eggs - -	—	—	3,564	533	Nil. 3*s.* per ton.
	81,161	*12,485*	*23,626*	*4,713*	

Cork, Blackrock, and Passage.

No goods traffic on this line.

Dublin and Belfast Junction.

The ten principal items carried are, breadstuffs, ale and porter, whiskey, timber, coals, flax, linen, yarns, bale goods, and provisions.

Gross Traffic:

——	——	Revenue.
	Tons.	£
1860	113,444	20,661
1861	125,000	21,759
1862	131,678	24,012
1863	120,149	21,421
1864	122,602	20,858

The rates charged between Drogheda and Portadown, a distance of 56 miles, are, for—

——	Per ton.	*Per ton per mile.*
	s. *d.*	*d.*
1st class -	7 2	*1·54*
2nd „ -	10 3	*2·20*
3rd „ -	11 4	*2·43*
4th „ -	14 6	*3·10*
5th „ -	17 0	*3·64*
6th „ -	20 0	*4·29*
Breadstuffs -	8 6	*1·82*

These rates include terminal charges.

When large lots of goods offer, and are conveyed in full waggon loads, reductions are made to meet the particular cases as they arise.

Dublin and Drogheda.

Total Goods Traffic.

—	Tons.	Receipts.
		£
1860	82,062	23,324
1861	88,874	22,947
1862	88,938	24,459
1863	85,155	23,407
1864	80,044	22,871

The ten principal items are grain, groceries, bale goods, hardware, whiskey, ales, chandlery, oils, tobacco, provisions. It may be assumed that these items would form about three-fourths of the above tonnage.

The rates from Dublin to Oldcastle are—1st class, 6*s.* 8*d.*; 2nd class, 9*s.* 6*d.*; 3rd class, 11*s.* 2*d.*; 4th class, 14*s.* 3*d.*; 5th class, 16*s.* 10*d.*; smalls, 1*s.* 6*d.* These rates are never exceeded, but reductions are frequently made for quantities. When several waggon loads can be sent at once, the next lower class rate only is charged.

We have also special rates from Dublin to stations on the seaboard, where competition makes it impracticable to obtain the ordinary rates.

The rates between Dublin and Belfast are—1st class, 8*s.* 4*d.*; 2nd class, 10*s.*; 3rd class, 12*s.* 6*d.*; 4th class, 15*s.*; 5th class, 20*s.*; 6th class, 30*s.*; also a special classification for small quantities. These rates include terminals.

Dublin and Meath.

Only been open three years.

Rates are as follow, and have been so since the opening of the line with some slight exceptions :—

	Per ton per mile.
	d.
1st class, Draining tiles, lime - - -	1·44
2nd „ Flour, grain, timber - - -	2·25
3rd „ Grocery, ale and porter, heavy drugs -	2·81
4th „ Drapery, drugs, cutlery - - -	3·46
Cattle, Meath Stations to Broadstone - -	6·37
Coal - - - - - -	1·00

Dublin, Wicklow, and Wexford.

—		Down.				Up.			
		May 1864.		Sept. 1864.		May 1864.		Sept. 1864.	
	Class.	Tons.	£	Tons	£	Tons.	£	Tons.	£
Ale and porter -	3rd.	234	82	216	76	28	4	1	—
Butter - -	4th.	1	1	1	1	37	29	33	22
Fish - - -	4th.	7	3	13	7	12	6	180	121
Grain, raw and manufactured	2nd.	696	136	743	123	405	89	605	140
Groceries - -	4th.	17	14	30	24	—	—	—	—
Manure - -	2nd.	141	53	14	4	4	1	—	—
Potatoes - -	2nd.	3	1	2	—	247	94	34	6
Sugar - -	3rd.	68	32	79	34	1	—	1	—
Timber - -	3rd.	95	25	201	34	255	39	87	29
Wine and spirits	4th.	29	22	34	28	—	—	1	1
Wool - - -	4th.	1	—	—	—	21	16	2	1
		1,292	*369*	*1,333*	*334*	*1,010*	*278*	*944*	*320*

2nd Class. *Grain, raw and manufactured, manure, and potatoes* are calculated at a uniform rate of about 1⅞*d.* per mile, which covers terminal charges.

3rd class, *Ale and porter, sugar, and timber*, about 2¼*d.* per mile, which covers terminal charges.

4th class. *Butter, fish, groceries, wine and spirits, and wool*, about 3⅛*d.* per mile, which covers terminal charges.

The goods rates generally have undergone little or no change within the last five years.

Great Southern and Western.

Five Years' Return on 11 principal Items.

—	Tons.	Receipts.
		£
1860	284,542	107,588
1861	319,966	119,677
1862	334,333	124,011
1863	305,310	115,100
1864	290,961	115,695

The *eleven* principal items are (1) grain, (2) drink, (3) provisions, salt and fresh, (4) timber, (5) manure, (6) groceries (including wines and spirits), (7) bale goods, (8) bricks, (9) ironwork, (10) potatoes, and (11) coal.

Rates charged.

	d.	
1. Grain - - -	1¼	per ton per mile.
2. Drink - - -	1¾	„ „
3. Salt provisions - -	1¾	„ „
4. Pitwood - -	0¾	„ „
4. Cut timber - -	1¼	„ „
5. Artificial manure -	1¼	„
6. Groceries - -	2½	„ „
7. Bale goods, including wool	2½	„ „
8. Bricks, tiles, slates, stone	0¾	„ „
8. Drain pipes - -	1¾	„ „
9. Iron castings and machinery	2½	„ „
9. Iron agricultural implements	4½	„ „
10. Potatoes - -	1¼	„ „
11. Coal and coke - -	¾*d.* to 1	„ „

No terminals are charged.

The special rates are numerous ; all persons obtain the same reduction ; the reduction ranges between 15 and 22 per cent. under the ordinary rates.

No alteration in the ordinary rates during the five years, but the number of special rates has been much on the increase.

Irish North-western.

This Company cannot make even an approximate return.

Midland Great Western.

Ten Principal Items for Five Years at Dublin Station.

Inwards.

Class.	—	1860.	1861.	1862.	1863.	1864.
3rd.	Bacon and butter -	1,615	1,918	1,828	2,164	2,121
2nd.	Building materials -	241	431	584	756	1,501
2nd.	Corn and meal -	6,708	13,105	7,162	8,826	7,579
2nd.	Potatoes - -	1,856	7,435	1,588	1,740	2,088
3rd.	Eggs, and 4th, fowl -	3,621	4,123	4,708	5,177	5,574
2nd.	Rags, and 3rd, skins -	4,224	5,010	3,626	2,970	2,127
4th.	Wool - - -	592	876	1,800	1,572	1,046
4th.	Oysters and fish -	863	1,109	843	1,139	750
4th.	Pork - - -	187	317	51	91	30
2nd.	Brewery returned empties.	756	1,035	2,973	1,791	2,118
	Sundries - -	347	969	2,232	1,272	931
	Tons - -	21,010	36,328	27,395	27,498	25,865
	Freight - £	19,588	23,469	19,848	22,055	17,151

Outwards.

Class.	—	1860.	1861.	1862.	1863.	1864.
4th.	Whiskey, and 3rd, porter.	6,280	6,326	6,304	6,378	6,167
3rd.	Sugar, and 4th, tea -	5,873	5,979	5,885	5,973	6,041
3rd.	Soap and candles -	3,365	3,455	3,512	3,757	3,868
3rd.	Butter and bacon -	2,014	2,694	2,876	3,476	3,711
4th.	Bales - - -	4,011	4,782	3,460	4,074	4,315
2nd.	Building materials -	6,847	7,184	6,775	6,753	5,975
5th.	Luggage and furniture	1,101	1,210	1,183	1,283	1,311
2nd.	Corn and meal -	13,018	15,686	19,089	10,364	13,149
2nd.	Salt and herrings -	3,852	3,943	4,173	4,093	3,838
1st.	Manures - -	2,273	2,337	1,888	2,236	2,568
	Sundries - -	8,257	18,740	23,720	17,947	10,218
	Tons - -	56,891	72,336	78,815	66,334	61,161
	Freight - £	36,545	42,842	36,009	45,081	47,879

Rates per Mile.

1st class, 1¼*d.* per ton ; 2nd class, 1½*d.* per ton ; 3rd class, 2¼*d.* per ton ; 4th class, 3*d.* per ton ; 5th class, 4½*d.* per ton ; and 6th class, 8*d.* per ton.

Total Goods Traffic for Five Years.

—	Coal Traffic of the whole Line.		Dublin Traffic, Totals of the Two Tables above.		Running Traffic.		Total Traffic of whole Line.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		£		£		£		£
1860	6,960	2,346	77,901	56,133	44,364	1,791	129,225	60,270
1861	19,172	4,486	108,664	66,311	50,679	1,982	178,515	72,779
1862	24,315	4,805	106,210	55,857	48,799	12,744	179,324	73,406
1863	11,858	2,194	93,832	67,136	75,327	9,397	181,017	78,727
1864	11,120	2,277	87,026	65,030	53,131	5,975	151,277	73,282
	73,425	16,108	473,633	310,467	272,300	31,889	819,358	358,464

Exceptions.

Grain traffic from 1 to 50 miles, 1½*d.* per ton per mile ; 50 to 100 miles, 1¼*d* per ton per mile ; 100 miles and upwards, 1*d.* per ton per mile.

Coal ¾*d.* per ton per mile, with a minimum charge of 7*s.* 6*d.*

Guano, from 1 to 50 miles, 1¼*d.* per ton per mile ; 50 miles and upwards, 1*d.* per ton per mile, with a maximum rate of 10*s.* per ton.

At the principal seaboard points a reduction of 25 per cent. is made on these rates.

To meet special traffic when in large quantities, it is usual to reduce a class, a similar reduction being made to encourage traffic by through booking arrangements.

Newry and Armagh.

	Tons.
Coal	60,523
Timber	25,262
Breadstuff and grain	35,262
Iron	4,500
Iron castings	2,740
Slates	10,087
Flax	15,550
	153,924
Butter and eggs (one year)	2,100

Earnings on the traffic, £8,765.

—	Rates per mile.	Terminal.
	d.	*s.* *d.*
Coal and slates	2	0 6
Timber and iron	2	1 0
Breadstuff and grain	2	1 0
Butter and eggs	2½	2 0
Iron castings	2½	2 0
Flax	2½	2 0

No change in rates.

Newry, Warrenpoint, and Rostrevor.

By an arrangement with the Steam Packet Company, from from whom the Newry, Warrenpoint, and Rostrevor Company receives nine-tenths of its traffic, the latter Company charges a uniform rate of 1*s.* per ton, irrespective of classification.

Ulster.

No Return.

Waterford and Limerick.

The 10 principal items of goods traffic are butter, bale goods, breadstuffs, bacon, eggs, earthenware, pigs and cattle, sugar and groceries, porter and ale, timber and pitwood.

Rate per Mile, including terminal Charges.	—	Down.				Up.			
		May 1864.		September 1864.		May 1864.		September 1864.	
d.		Tons.	£	Tons.	£	Tons.	£	Tons.	£
2¼	Ale and porter	51	16	38	11	193	41	82	17
2¼	Bacon	5	2	13	4	7	4	13	6
2¼	Butter	9	3	9	3	102	20	137	30
2¼	Earthenware	6	2	3	1	—	—	—	—
2½	Eggs	—	—	—	—	24	9	14	5
1⅞	Grain, raw and manufactured.	1,251	331	1,118	280	439	106	1,189	304
1¾	Log timber	3	—	1	—	33	7	29	6
—	Pitwood	—	—	—	—	604	142	87	21
3¼	Soft goods	9	5	9	4	2	2	2	2
2¼	Sugar	31	7	16	4	5	1	2	—
3¼	Tea	8	4	8	3	1	—	1	—
3¼	Wine and whiskey.	13	4	8	3	7	3	4	2
		1,386	*374*	*1,223*	*313*	*1,417*	*335*	*1,560*	*393*

Special Rates for some of the Articles in this List.

—	Per ton.	Per mile.
	s. *d.*	
Ale and Porter :—		
Between Waterford and Clonmel	3 9	*1·61*
From Clonmel to Bansha	4 2	*2·50*
From Clonmel to Tipperary	4 2	*2·00*
From Clonmel to Limerick	7 0	*1·71*
Grain :—		
Between Waterford and Clonmel	3 9	*1·61*
Between Waterford and Tipperary	6 0	*1·38*
Between Carrick and Clonmel	2 9	*2·36*
Between Clonmel and Cahir	2 9	*3·00*
From Limerick to Clonmel	6 0	*1·47*
Pitwood :—		
From Cahir to Waterford	4 9	*1·46*
From Bansha to Waterford	4 9	*1·19*
From Boher to Waterford	4 9	*0·95*
Whiskey :—		
From Limerick to Clonmel	7 0	*1·71*

The goods rates have undergone little or no change within the last five years.

Waterford and Tramore.

Gross Earnings from Goods Traffic.

	£
1860	232
1861	263
1862	319
1863	346
1864	248
	£1,408

From Waterford to Tramore.	£	Per mile. *d.*
About 2,500 tons coal, at an average terminal rate of 9*d.* per ton	94	1¼
About 9,000 tons stone, &c. at an average terminal rate of 9*d.* per ton	338	1¼
About 6,000 tons general merchandise, not classified, at an average terminal rate of 2*s.* per ton	600	3⅓
From Tramore to Waterford.		
About 3,700 tons general merchandise, not classified, at an average terminal rate of 2*s.* per ton	370	3⅓

RETURN No. 5.

PARTICULARS as to PASSENGER FARES and PARCELS.

BELFAST AND COUNTY DOWN.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	1·56	2·25	1·12	1·66	0·72	1·19	Nil.	Nil.
Highest do. do.	2·	4·	1·50	3·	1·	2·	„	„
Lowest do. do.	1·09	1·63	0·81	1·18	0·54	0·81	„	„
Maximum Parliamentary fares.*	2½	—	1½	—	0½	—		

Places between which the highest passenger fare is charged ?

For a few short distances under five miles.

Places between which the lowest passenger fare is charged ?

Between Belfast and Donaghadee, and Belfast and Newtownards.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

Third-class return tickets at a fare and half are issued between Belfast and all stations more than eight miles distant therefrom, daily, and to and from Downpatrick, Crossgar, Ballynahinch, and Saintfield, on market and fair days.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

	Under 3 lbs.	3 lbs. to 14 lbs.	14 lbs. to 28 lbs.	28 lbs. to 56 lbs.	And for every 14 lbs. or Fraction of 14 lbs. above 56 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles - -	0 3	0 3	0 4	0 6	0 0½
10 to 16 „ - -	0 3	0 4	0 6	0 8	0 1
17 to 22 „ - -	0 4	0 5	0 6	0 8	0 1½
23 to 33 „ - -	0 4	0 6	0 8	0 10	0 2

These rates include delivery in Belfast within the municipal lamps, and lamps of Ballymacarrett. Delivery to the distance of half a mile beyond the lamps, 3*d.* extra.

BELFAST AND NORTHERN COUNTIES.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	2	3	1 5/12	2 1/12	0 7/8	1 5/6	Nil.	Nil.
Highest do. do.	2 1/8	3 3/11	1 5/11	2 2/11	0 10/11	1 4/11	„	„
Lowest do. do.	1 5/11	2 2/11	1 1/8	2	0 2/11	1 1/3	„	„
Maximum Parliamentary fares.†	3	—	2	—	1	—		

Places between which the highest passenger fare is charged ?

Belfast and Ballymena.

Places between which the lowest passenger fare is charged ?

Belfast and Antrim.

Are market tickets issued ? If so, between what places and at what proportion of the single fare ?

Ballyclare and Ballynure to Belfast every Friday, and on fair days (monthly).

Stations on Cookstown Branch to Magherafelt every Thursday, and Cookstown every Saturday, and to Moneymore on monthly fair days.

Ballymena, Glarryford, Bellaghy, Dunloy, and Ballymoney to Ballymena on Saturdays.

Larne to Ballymena on Friday evenings, available up to Monday.

The above are issued by all classes at single fares.

Market tickets, Eglinton, and Carricul to Londonderry on Wednesdays and Saturdays, 3rd class, 1*s.*

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

	PARCELS.*							Excess Luggage.
	Not exceeding 1 lb.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 42 lbs.	44 to 56 lbs.	Every further 14 lb. or part.	
	d.	*d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*d.*	*d.*
Under 10 miles	3	4	0 4	0 5	0 5	0 6	1	3
10 to 25 „ -	4	6	0 6	0 7	0 8	0 9	2	3
26 to 55 „ -	4	6	0 7	0 9	0 10	1 0	3	6
56 to 75 „ -	6	7	0 9	1 0	1 3	1 6	4	9
76 to 95 „ -	6	8	0 10	1 3	1 6	1 10	5	9
96 miles and upwards.	6	9	1 0	1 6	1 9	2 0	6	9

CORK AND BANDON AND KINSALE JUNCTION.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
Average fares per mile charged.	2·06	3·01	1·51	2·38	0·92	1·37	0·50	Not issued.
Highest do. do.	3·58	3·60	2·66	4·44	1·71	2·55	0·50	
Dowest do. do.	1·75	2·55	1·27	2·08	0·81	1·24	0·50	
Maximum Parliamentary fares.	3	—	2	—	1·50	—	—	

Places between which the highest passenger fare is charged ?

Innoshannon and Bandon, Innoshannon and Upton, 1st and 2nd class ; and Ballinhassig and Waterfall, 3rd class, single fares

Cork and Ballinhassig, 1st class ; Innoshannon and Bandon, and Innoshannon and Upton, 2nd class ; and Waterfall and Ballinhassig, 3rd class, return fares.

Places between which the lowest passenger fare is charged ?

Cork and Ballymartle, and Cork and Farrangalway, 1st class, single.

Same stations, 2nd and 3rd class, single ; also 1st, 2nd, and 3rd class, return,

Are market tickets issued ? If so, between what places and at what proportion of the single fare ?

No.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Parcels under 7 lbs. weight are conveyed, irrespective of distance, for 4*d.* each ; 7 to 14 lbs., 6*d.* ; 15 to 21 lbs., 8*d.* ; 22 to 28 lbs., 10*d.* ; 29 to 56 lbs., 1*s.* ; and for every additional 7 lbs. or part of 7 lbs. is charged 1*d.*

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.

† The maximum by Londonderry and Coleraine Act (15 Vict. c. 43.) is 1st class, 2½*d.* ; 2nd class, 1¼*d.* ; and 3rd class, 1*d.*

* Including all charges for collection and delivery in Belfast and the chief towns (Londonderry excepted). No charge made for booking. Bread conveyed from any station to any station ; under 25 miles, 28 lbs. and under, 4*d.*, and 2*d.* for each additional 14 lbs. ; and above 25 miles, 28 lbs., 6*d.*, and 3*d.* for each additional 14 lbs. Fish conveyed by passenger trains, under 50 miles, 1*s.* per cwt. ; 50 miles and upwards 1*s.* 6*d.* per cwt. Milk conveyed by any train, under 25 miles, ½*d.* per gallon ; above 25 miles, ¾*d.* per gallon. Minimum charge, 4*d.* Empty cans returned free.

Cork, Blackrock, and Passage.

—	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	1·79	2·60	1·38	1·96	0·81	1·22	Nil.	Nil.
Highest do. do.	2½	3½	1½	2½	1	1½	„	„
Lowest do. do.	1½	2	1	1 7/12	0½	0 1/12	„	„
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—		

Places between which the highest passenger fare is charged?

Cork and Passage.

Places between which the lowest passenger fare is charged?

Cork and Blackrock.

Are market tickets issued? If so, between what places and at what proportion of the single fare?

From Blackrock and Cork, two miles, 3rd class return at single fare, 2*d.*

Parcels.—What are the rates for parcel traffic, according to weight and distance?

—	Not exceeding 6 lbs.	7 to 27 lbs.	28 to 55 lbs.	56 to 112 lbs.
	d.	*d.*	*d.*	*d.*
Between Cork and Blackrock, 2 miles.	2	2	3	4
Between Cork and Passage, 6½ miles	2	3	4	6

Dublin and Belfast Junction.

—	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	2·30	3·45	1·72	2·58	0·98	1·48	Nil.	Nil.
Highest do. do.	2·60	3·90	1·80	2·70	1·00	1·50	„	„
Lowest do. do.	1·33	2·50	1·00	1·50	0·66	0·99	„	„
Maximum Parliamentary fares.	3	—	2	—	1	—		

Places between which the highest passenger fare is charged?

Drogheda and Dunleer (10 miles).

Places between which the lowest passenger fare is charged?

Newry and Goragh Wood, Dundalk and Castlebellingham, Scarva and Banbridge.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Dunbar to Drogheda, and Dunleer and Castlebellingham to Dundalk. Single third-class fare for the return journey.

Parcels.—What are the rates for parcel traffic, according to weight and distance?

From Drogheda to	Miles.	Up to 14 lbs.	Up to 56 lbs.	Up to 112 lbs.
		d.	*s. d.*	*s. d.*
Dunleer	10	6	0 6	0 8
Castlebellingham	15½	6	0 7	0 9
Dundalk	22½	6	0 8	0 10
Newry	37½	6	0 10	1 0
Goragh Wood	40½	6	0 10	1 0
Poyntzpass	45½	6	0 10	1 2
Scarva	48	6	0 10	1 2
Laurencetown	52	6	1 0	1 4
Banbridge	55	6	1 0	1 4
Tanderagee	59½	6	1 0	1 4
Portadown	56	6	1 0	1 4

Dublin and Drogheda.

—	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
Average fare per mile charged.	1·563	1·173	1·168	0·876	0·753	0·565	0·306†	—
Highest do. do.	2	3	1·5	2·25	1	1·5	—	—
Lowest do. do.	1·225	—	0·918	—	0·612	—	—	—
Usual excursion fares.	—	0·381	—	0·254	—	0·169	—	—
Occasional do.	—	—	—	—	—	0·126	—	—
Maximum Parliamentary fares.*	2½	—	1½	—	1	—	—	—

Places between which the highest passenger fare is charged?

Generally all stations.

Exceptions:—Dublin and Navan, Dublin and Kells, Dublin and Virginia Road, Dublin and Oldcastle.

Places between which the lowest passenger fare is charged?

Dublin and Howth, Dublin and Malahide, Dublin and Navan, Dublin and Kells, Dublin and Virginia Road, Dublin and Oldcastle.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

None. On Sundays all through the year return tickets are issued between all stations at single fares.

Parcels.—What are the rates for parcel traffic, according to weight and distance?

—	To 7 lbs.	To 14 lbs.	To 28 lbs.	To 56 lbs.	To 1 cwt.	To 1½ cwt.	To 2 cwt.
	d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles	4	0 6	0 9	0 9	1 0	1 3	1 6
„ 60 „	6	0 9	1 0	1 6	2 6	3 6	4 6
Above 60 „	9	1 0	1 4	2 0	3 4	4 6	6 0

Dublin and Meath.

—	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares per mile charged.	1·98	2·99	1·48	2·23	0·98	1·48	0·98	1·48
Highest do. do.	2·12	3·27	1·63	2·54	1·09	1·63	1·00	1·63
Lowest do. do.	1·28	1·92	0·96	1·50	0·64	1·07	0·64	1·07
Maximum Parliamentary fares.	3·00	—	2·00	—	1·00	—	1·00	—

Places between which the highest passenger fare is charged?

Trim and Kilmessan.

Places between which the lowest passenger fare is charged?

Kells and Athboy.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes; at single fares as below:—

—		Single.			Return.		
		1st Class.	2d Class.	3d Class.	1st Class.	2d Class.	3d Class.
		s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Between Athboy and	Trim	1 0	0 9	0 6	1 6	1 2	0 9
	Kilmessan	2 0	1 6	1 0	3 0	2 3	1 6
	Bective	2 0	1 6	1 0	3 0	2 6	1 6
	Navan	2 0	1 6	1 0	3 0	2 6	1 6
	Kells	3 0	2 3	1 6	4 6	3 6	2 6
Between Trim and	Kilmessan	1 0	0 9	0 6	1 6	1 2	0 9
	Bective	1 6	1 0	0 8	2 3	1 6	1 2
	Navan	1 9	1 2	0 9	2 6	1 8	1 2
	Kells	3 0	2 3	1 6	4 6	3 6	2 3
Between Kilmessan and	Bective	0 6	0 4	0 3	0 9	0 6	—
	Navan	1 0	0 9	0 6	1 6	1 2	0 9
	Kells	2 6	2 0	1 4	4 0	3 0	2 0
Between Bective and	Navan	0 6	0 4	0 3	0 9	0 6	—
	Kells	2 0	1 6	1 0	3 6	2 6	-
Between Navan and Kells		2 0	1 6	1 0	—	—	—

Parcels between any two of the above stations (except between Navan and Kells) under 28 lbs., 4*d.*; under 56 lbs., 6*d.*

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.
† Harvesters.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

PARCELS by Passenger Trains.

		Not exceeding 7 lbs.	Not exceeding 14 lbs.	Not exceeding 28 lbs.	For every additional 14 lb. or part of 14 lbs. above 28 lbs.
		d.	*d.*	*d.*	*d.*
Between Dublin and	Dunboyne, and not exceeding 10 miles.	4	6	6	1½
	Batterstown „ 20 miles	6	6	8	3
	Drumree „ 20 „	6	6	8	3
	Kilmessan „ 24 „	6	8	8	3
	Bective „ 27 „	6	8	9	3
	Navan or Trim „ 30 „	6	8	10	3
	Kells or Athboy „ 40 „	6	9	12	3

These rates include delivery in Dublin when charged 6*d.* and upwards.

BREAD by Passenger Trains.

	Not exceeding 14 lbs.	28 lbs.	56 lbs.	112 lbs.
	d.	*d.*	*d.*	*d.*
10 miles and under	3	4	6	8
20 „ „	4	6	8	10
40 „ „	6	6	9	12

MILK, in quantities of eight gallons and upwards, under 25 miles, ½*d.* per gallon; above 25 miles, ¾*d.* per gallon.

DUBLIN, WICKLOW, AND WEXFORD.

	1st Class. Single.	1st Class. Return.	2nd Class. Single.	2nd Class. Return.	3rd Class. Single.	3rd Class. Return.	4th Class. Single.	4th Class. Return.
MAIN LINE.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	1·99	2·76	1·50	2·80	0·98	1·38	Nil.	Nil.
Highest do. do.	2	3	1·50	2·24	1	1·50	„	„
Lowest do. do.	1·99	2	1·50	1·50	0·50	1	„	„
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—	—	—
KINGSTOWN LINE.								
Average fares per mile charged.	2·15	3·16	1·62	2·30	0·96	1·60	Nil.	Nil.
Highest do. do.	2·31	3·46	1·68	2·52	1·05	1·68	„	„
Lowest do. do.	2	2·32	1·33	1·66	0·50	1·32	„	„
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—	—	—

Places between which the highest passenger fare is charged?

Main line. Harcourt St. and Enniscorthy.
Kingstown line. Westland Row and Seapoint.

Places between which the lowest passenger fare is charged?

Main line. Harcourt St. and Bray.
Kingstown line. Westland Row and Kingstown.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes; from Dublin to each station to Kingstown inclusive, and from these stations to Dublin on Kingstown line.
From Dublin to each station to Bray inclusive, and from these stations to Dublin on main line.
At about half the single fare.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

	Light Parcels. Up to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	Every further 14 lbs. or part of 14 lbs.	Heavy Parcels. Above 1 cwt. every fraction of ¼ cwt. being charged as ¼ in proportion, after the first cwt.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 12 miles.	0 3	0 4	0 5	0 6	0 8	0 10	0 1	0 8 per cwt.
Above 12 and under 30 miles.	0 4	0 6	0 8	1 0	1 2	1 4	0 1	1 0 „
30 and under 50 miles.	0 6	0 8	0 10	1 4	1 6	2 0	0 2	1 6 „
50 and under 80 miles.	0 9	1 0	1 2	1 6	2 0	2 6	0 3	2 0 „
Dublin and Wexford, including collection and delivery.	1 0	1 4	1 8	2 0	2 6	3 6	0 4	2 6 „

GREAT SOUTHERN AND WESTERN.

	1st Class. Single.	1st Class. Return.	2nd Class. Single.	2nd Class. Return.	3rd Class. Single.	3rd Class. Return.	4th Class. Single.	4th Class. Return.
	d.	*d.*	*d.*	*d.*	*d.*			
Average fares per mile charged.	2·20	3·30	1·65	2·48	1	nil.	nil.	nil.
Highest do. do.	2·20	3·30	1·65	2·48	1	nil.	nil.	nil.
Lowest do. do.	2·20	3·30	1·65	2·48	1	nil.	nil.	nil.
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—	—	—

Places between which the highest passenger fare is charged?

See above.

Places between which the lowest passenger fare is charged?

See above.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Market tickets are not issued.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Distances.	To 7 lbs.	To 14 lbs.	To 28 lbs.	To 42 lbs.	To 56 lbs.	To 70 lbs.	To 84 lbs.	To 98 lbs.	To 112 lbs.	Every further 14 lbs. or part of 14 lbs.
	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	each. *s. d.*	*s. d.*
Up to 15 miles	0 6	0 8	0 10	1 0	1 2	1 4	1 6	1 8	1 10	0 2
„ 50 „	0 6	0 9	1 0	1 3	1 6	1 9	2 0	2 3	2 6	0 3
„ 100 „	0 8	1 0	1 4	1 8	2 0	2 4	2 8	3 0	3 4	0 4
„ 150 „	0 10	1 3	1 8	2 1	2 6	2 11	3 4	3 9	4 2	0
Above 150 „	1 0	1 6	2 0	2 6	3 0	3 6	4 0	4 6	5 0	0 6

IRISH NORTH-WESTERN.

	1st Class. Single.	1st Class. Return.	2nd Class. Single.	2nd Class. Return.	3rd Class. Single.	3rd Class. Return.	4th Class. Single.	4th Class. Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	2	3	1½	2¼	1	1½	nil.	nil.
Highest do. do.	—	—	—	—	—	—	—	—
Lowest do. do.	—	—	—	—	—	—	—	—
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—	—	—

Places between which the highest passenger fare is charged?

The above is the scale on which all the ordinary fares of this Company are intended to be calculated. If there be any variation from it, it is accidental, save in the cases specified below.

Places between which the lowest passenger fare is charged?

Excursion tickets between the principal stations on this Company's system, and Dublin, Killarney, &c. &c., are issued at very low fares.

Are market tickets issued? If so, between what places, and at what proportion of the single fare?

Yes, at about ½*d.* per mile on market days, between Inniskeen and Dundalk, Rockconey and Clones, Cootehill and Clones. Between Clones, Newtownbutler, Lisnaskea, Maguiresbridge, Lisbellow, Omagh, Fintona, Dromore Road, Loutherstown Road, Ballinamallard, and Enniskillen. Between Ballybay, Rockcorry, Cootehill, and Monaghan. Between Ballybay, Rockcorry, Cootehill, and Armagh, and between Dromore Road and Omagh.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Distances.	1 lb.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 42 lbs.	43 to 56 lbs.	57 to 70 lbs.	71 to 84 lbs.	85 to 98 lbs.	99 to 112 lbs.	Every further 14 lbs. or part of 14 lbs.
	d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Up to 10 miles	3	0 4	0 5	0 6	0 7	0 8	0 9	0 10	0 11	1 0	0 1
11 to 25 „	4	0 6	0 8	0 9	0 10	1 0	1 2	1 3	1 4	1 6	0 1
26 to 50 „	5	0 8	0 10	1 0	1 2	1 4	1 8	1 9	1 10	2 0	0 2
51 to 75 „	6	0 9	1 0	1 3	1 6	1 9	2 0	2 2	2 4	2 6	0 2½
76 to 100 „	7	0 10	1 2	1 6	1 8	2 0	2 3	2 6	2 9	3 0	0 3
Above 100 „	8	1 0	1 4	1 8	2 0	2 4	2 8	3 0	3 3	3 6	0 3

* The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.

No charge made for delivery of parcels to places within one mile of the Corporation Hall, Londonderry.

MIDLAND GREAT WESTERN.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares per mile charged.	2·15	3·22	1·70	2·55	1·10	—	1	—
Highest do. do.								
Lowest do. do.								
Maximum Parliamentary fares.	*3*	—	*2*	—	*1½*	—	—	—
Excursion trains - -	1·0	1·0	—	0·85	—	0·55	—	—

Places between which the highest passenger fare is charged ?

The rate per mile is uniform.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

From all stations to market towns, at a single fare for the double journey.

PARCELS.—What are the rates for parcel traffic, according to weight and distance?

Distances.	Up to 1 lb.	From 1 lb. to 7 lbs.	From 7 lbs. to 14 lbs.	From 14 lbs. to 28 lbs.	Above 28 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*d.*
Under 50 miles -	0 8	0 8	0 10	1 0	0½ per lb. extra.
50 to 80 miles -	0 8	0 10	1 2	1 4	0½ „ „
Over 80 miles -	0 8	1 2	1 6	1 8	0½ „ „

The above rates include collection and delivery in Dublin.

Parcels exceeding 56 lbs. in weight are forwarded by passenger train at 25 per cent over goods' rates.

NEWRY AND ARMAGH.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged -	2	3	1½	2¼	1	1½	—	—
Highest do. do. -	2½	3¾	1¾	2¾	1	1½	—	—
Lowest do. do. -	1½	2¾	1½	1½	0½	1½	—	—
Maximum Parliamentary fares* -	*3*	—	*2*	—	*1*	—	—	—

Places between which the highest passenger fare is charged ?

Newry and Goraghwood.

Places between which the lowest passenger fare is charged ?

Newry and Armagh.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

Issued between :—

Market Hill and Armagh, return journey at single fares.
Market Hill and Newry „ at 1 5/13 „
Loughgilly and Armagh „ at 1½ „
Loughgilly and Newry „ at 1¼ „

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Distance.	14 lbs.	28 lbs.	56 lbs.	112 lbs.
	d.	*d.*	*d.*	*d.*
Up to 10 miles - - - -	4	6	7	8
Up to 20 miles - - - -	6	8	10	12

NEWRY, WARRENPOINT, AND ROSTREVOR.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares per mile charged.	1½	2·332	1·166	2	0·833	1·332	—	—
Highest do. do.	2·16	3·16	1·5	2·5	1	1·5	—	—
Lowest do. do.	1½	2·332	1·166	2	0·833	1·332	—	—
Maximum Parliamentary fares.†	2	—	—	—	1	—	—	—
	2½	—	*1½*	—	*0¾*	—	—	—

Places between which the highest passenger fare is charged ?

Warrenpoint and Dublin, Belfast, Lisburn, Dungannon, Omagh, Lurgan.

Places between which the lowest passenger fare is charged ?

Warrenpoint and Newry.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

None.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

No answer.

ULSTER.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares per mile charged.	1·99	2·97	1·49	2·26	0·96	1·44	—	—
Highest do. do.	3	4½	2	3	1	1½	—	—
Lowest do. do.	2	3	1½	2¼	1	1½	—	—
Maximum Parliamentary fares.*	3	—	2	—	1	—	—	—

Places between which the highest passenger fare is charged ?

Belfast and Omagh.

Places between which the lowest passenger fare is charged ?

Tren and Moy and Vernersbridge.

Are market tickets issued? If so, between what places, and at what proportion of the single fare ?

No market tickets issued.

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Distance.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 43 lbs.	44 to 56 lbs.	Every further 14 lbs. or part of 14 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles -	0 3	0 4	0 4	0 5	0 6	0 1
10 to 25 miles -	0 4	0 5	0 6	0 7	0 8	0 2
26 to 52 do. -	0 5	0 6	0 8	0 9	0 11	0 2
53 to 75 do. -	0 8	0 9	0 10	1 0	1 4	0 3

WATERFORD AND LIMERICK.

No Return.

WATERFORD AND TRAMORE.

	1st Class.		2nd Class.		3rd Class.		4th Class.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*		*d.*	*d.*		
Average fares per mile charged.	1·37	1·64	—	—	0·96	1·24	—	—
Highest do. do. -	1·37	1·64	—	—	0·96	1·24	—	—
Lowest do. do. -	—	—	—	—	—	—	—	—
Maximum Parliamentary fares.*	*3*	—	*2*	—	*1*	—	—	—

Places between which the highest passenger fare is charged ?

No answer.

Places between which the lowest passenger fare is charged ?

No answer.

Are market tickets issued ? If so, between what places, and at what proportion of the single fare ?

Tramore and Waterford, 0·85*d.*

PARCELS.—What are the rates for parcel traffic, according to weight and distance ?

Terminal rate of 3*d.* under 56 lbs.

The maximum Parliamentary fares, stated in *italics*, have been taken from the Acts of Parliament, not being returned by this Company.
The return of maximum Parliamentary fares, made by this Company, is inaccurate.

APPENDIX AX.

IN accordance with a resolution of the Commission, extracts were made of portions of the Evidence which affected several of the Irish railways, and sent to the respective companies with a letter asking if they had any explanations or remarks to make on the same.

The following are the answers received:—

The Midland Great Western Company sent no reply.

The Belfast and Northern Counties Company expressed a wish that their manager, Mr. Cotton, should be examined in explanation, and his evidence will be found in the proper place.

No. 1.—CORK AND BANDON RAILWAY.

Extracts of Evidence sent to the Company.	*Replies received.*
2090. (*Chairman.*) Can you name any other description of traffic which you think would be developed in Ireland by low fares?—I would say generally that there might be a large traffic in most articles of agricultural produce. More cattle, for example, would be sent upon the railways than now. On the Bandon line no cattle are now carried; they are all walked from Bandon to Cork.	2090. We carried for the year 1864, 1,286 cattle, 2,125 sheep, 33,896 pigs; our charges are moderate and no complaints; but on short lines such as the Cork and Bandon Railway light cattle are seldom carried, the distance being by road only about 13 miles.
2091. (*Capt. Galton.*) Have they ever been carried on that line?—They have to some small extent.	
2092. Is the fare higher now than it was then?—Much higher.	
6384. Have you had abundant opportunities of forming an opinion as to the system under which the Cork and Bandon railway has been managed?—Yes, for years.	
6385. Will you state your opinion to the Commission as to whether that railway has been managed in a manner either most profitable to the shareholders or most advantageous to the public?—My opinion is that it has not been so managed, which has been very much owing to the great original cost of the railway. The shareholders have no direct interest, and they feel that they have none in the line. It has consequently got into the hands, I believe, of the preference shareholders, who cannot increase their profits from it beyond a certain point. I believe that that is the cause very much of the inefficient manner in which the railway is worked.	6385, 6386. This is not the fact, as the directors (seven) hold over 400 original shares, besides preference.
6386. Do you think that the directors have no interest whatever in endeavouring to increase the traffic beyond its present amount?—No, I think that they have no interest, and no hope of getting more on their original shares, which are a 5 per cent. security, and they have no object in working it up beyond that very much.	
6387. Is it your opinion that there are sources of traffic which are undeveloped and which traffic might be brought into that railway?—I think so.	
6388. Of what character is it?—General agricultural produce. The town of Bandon is within 20 miles of Cork, and it is a very common practice for the farmers there to send their farm produce by their own conveyances to Cork, and I feel certain that if there was a better system of management a great deal of that produce could be brought on to the railway.	6388. Every facility is given, but the bulk of the farmers living adjacent or beyond Bandon sell in that town, there being several buyers who again ship at Collier's Quay, a small creek within three or four miles of Bandon, or send by railway to Cork, as may be their convenience. Our rate is low, only 3*s.* 6*d.* per ton; we conveyed for the year 1864, 2,868 tons inwards.
6389. Are complaints made that the charges for the carriage of agricultural produce on the Cork and Bandon line are so high as to prevent the farmers from sending their produce to market?—Certainly. They want a system in Cork for the purpose of conveying agricultural produce to the markets, and there should be an organized system for bringing the produce to the markets from the railway station. The railway company have not a good system at work; they have for the butter, but I do not think they have for the corn; and even with the butter it is a general complaint that it is rather late in the market.	6389. This is not the case, the corn in Cork is not generally taken to the market, as it is sold there by sample, and when sold carted from railway terminus to the corn stores of buyer. Butter on the contrary must go to the market to be qualified. Charges as low as any other line (20 miles in Ireland) and cheaper than some.
6390. Have you ever considered whether, if that railway were in the hands of parties who leased it, they could work it with advantage and profit, and whether there are means by which the traffic upon the line could be largely increased?—I have not the slightest doubt of it.	
6391. (*Lord Donoughmore.*) There are some extension lines, I believe, in the course of construction from the Cork and Bandon line towards the western counties?—Yes.	
6392. Can you give any evidence as to the effect which the condition of the Cork and Bandon Company has had upon those extensions, or is it the fact that the condition of the Cork and Bandon Company has had the effect of impeding the construction of further extensions towards the western counties?—I have no doubt of it; they have not entered heartily into those extensions as they would do if their interest was directly in the line.	

No. 1.—Cork and Bandon Railway—*continued.*

Extracts of Evidence sent to the Company.

6393. Are the shareholders quite content to leave the management of the line in the hands of those representing only the preference shares?—I suppose that they have no hope of getting anything for their shares, a they are unsaleable in the market, and there is very little hope of their getting anything like a dividend on the original shares, and they therefore take no interest in the thing.

6394. (*Mr. Hamilton.*) Do you think that the directors derive their qualification from the preference shares only?—No, I do not think that; I suppose that they are qualified by being holders of original shares, although they are so worked that a gentleman holding 1,000*l.* worth of them can qualify any person he pleases.

6397. (*Mr. Horsfall.*) You have spoken of the original cost of the line as being very heavy, can you state what it was per mile?—I cannot say, but I believe it was between 17,000*l.* and 20,000*l.* a mile for a single line, and carried through a country giving hardly any business, as between Cork and Bandon.

6398. (*Lord Stanley.*) Is it not the fact that this is a line of railway that never ought to have been made, and for which there was not sufficient traffic to maintain it?—I can hardly say that, but if it were made now, I believe that it could be made for 6,000*l.* or 8,000*l.* a mile.

6401. (*Sir R. Hill.*) What was the cause of the excessive expenditure upon the line?—It is taken over a mountain, and they had an immense deal of cutting and viaducts, and all sorts of tunnels, and it was a very expensive line to make.

6402. Was there any waste of money beyond that which arose from taking an improper route?—There were two or three competing lines, and there was much money wasted in engineering and law expenses.

6403. (*Lord Donoughmore.*) Was not the engineer a very incompetent man?—I believe so. He had had no experience in railway work.

6466. What was the original cost of the line?—The whole cost of the line was about 325,000*l.* for 20 miles of railway, and that was about 18,000*l.* a mile.

6467. For a single line?—Yes; that was the amount of share capital that was made away with. But it was in endless difficulties before it was opened. It was for many years almost an insolvent concern. The chairman committed suicide, and the shareholders gave it up, and it was at last taken up by the preference shareholders only, who obtained some exclusive powers enabling them to appoint directors, and they contrived to get the line opened.

6468. The railway is at present managed by persons who are preference shareholders?—By the first preference shareholders, who hold 48,000*l.* of capital. They have the entire management of the whole thing.

6469. Where do the directors reside?—They reside in Dublin chiefly. Mr. Valentine O'Connor, one of the directors of the Great Southern and Western Railway, is the chairman, and Mr. Greere, I think, is vice-chairman; but none of them are local people. I believe there are one or two local directors in Cork, but it is only as directors appointed by the preference shareholders that they manage things as they are managed.

6476. I suppose those shares representing 175,000*l.* of original capital have no price in the market?—Only about 10*l.* for a 50*l.* share, the want of any extensions very much influencing the value of them. I believe that the greater part of them are now held by persons who have bought them at the rate of from 10*l.* to 12*l.* for a 50*l.* share, and very few original shareholders remain in the company at all.

6480. Your complaint, I understand, is this; that the present managers of this railway, from the fact of being interested only in 48,000*l.* of preference capital, upon which they receive a dividend, have no interest in developing the traffic?—That is the real source of our difficulty in the western parts of the county. If there was a solvent company, having the management in its hands, inasmuch as the whole of the traffic from additional extensions must pass over the line, they would promote extensions to a much greater extent for that purpose.

6481. Has the policy of the present managers been to prevent, or stand in the way of extensions?—Not at all; it is only because they are in a dead lock; they say "we have no money;" that is the regular answer that is given.

6490. I perceive in an account rendered from the Exchequer Loan Commissioners that the company is in arrear to them, both with regard to principal and interest. Do they not take care to have the first charge paid?—I have watched the accounts for many years, and I have never observed that the first preference shareholders have not got their dividends. The second preference shareholders have been many times without them.

6491. (*Mr. Horsfall.*) Do not the Exchequer Loan Commissioners take precedence of the preference shareholders?—I think the Exchequer Loan Commissioners have got their interest.

Replies received.

6394. None of the directors have a fictitious qualification, each of the seven directors holding from 50 to 60 originals each, besides preference shares.

6397. Though this line is only laid for a single line, it is to be borne in mind that we have purchased land for a double line, and that all our works, such as tunnels, bridges, with the exception of the Innoshannon viaduct which is iron work, are made for a double line.

6398. The traffic receipts have increased from the opening of the line 8*l.* 5*s.* per mile to nearly 20*l.* per mile.

6401. The railway panic set in when the line was at its commencement, shareholders became frightened, transferred to paupers, calls were not responded to, financial embarrassment consequent thereon and credit contract at ruinous prices to furnish the line, and litigation.

6402. There was no competing line before Parliament, there was opposition by landlords OF COURSE, one of whom had to be paid 1,000*l.*

6467. The preference shareholders have obtained no exclusive power.

6468. The directors are original shareholders, as well as preference, 415 original shares being in their hands.

6469. There are four directors in Dublin, and three in Cork; it is incorrect the statement of their being appointed by preference shareholders, 78,000*l.* preference, against 240,000*l.* originals.

The former form the board, and the latter a committee to attend to the traffic and working of the railway.

The directors hold 20,750*l.* original stock, and 11,825*l.* No. 1 and 2 preference.

6476. There are a good many shareholders who took those shares originally and paid 50*l.* per share on the register; the price for the last four or five years varied from 14*l.* to 18*l.* They are now 14*l.*

6481. The directors were always most anxious to extend, and invariably received great opposition from the landed gentry. The various attempts cost the company 11,740*l.*

6490. The Exchequer Loan Commissioners have been paid both principal and interest to last May; the amount of loan was 31,000*l.* out of which they have been paid by yearly instalments, 18,911*l.*

One year's interest due to the No. 2 preference shareholders.

6491. The interest paid with each instalment four times a year.

No. 1.—Cork and Bandon Railway—*continued.*

Extracts of Evidence sent to the Company.

6492. (*Mr. Glyn.*) According to the return I have before me, they certainly appear to be in arrear. The total advance made by the Exchequer Loan Commissioners to the Cork and Bandon Company amounts to 35,000*l.*; the company have repaid part of that amount, but there is a balance outstanding, and there is an arrear upon the principal and also upon the interest. I therefore cannot understand how the preference shareholders could have received their dividends?—I can state as a fact that I have watched the accounts very closely, and that there has never been for years past any statement that the first preference shareholders did not receive their interest somehow; the second, or number two, preference shareholders have continually gone without their interest. In the account that I obtained, it did not distinguish between the amount owing to the Exchequer Loan Commissioners and what they called mortgage loans; they were all put together, and they amounted to 71,000*l.*

Replies received.

6492. The amount of loan to be paid to the Loan Commissioners, 12,676*l.* 10*s.* 0*d.*, in yearly instalments of 1,882*l.* 7*s.* 0*d.*, with interest on loan.

Interest Statement, 30th June, 1865.

—	Amount. £ s. d.	Rate of Interest. Per cent.	Annual Interest. £ s. d.
By amount borrowed from Public Works Loan Commissioners on Mortgage	12,676 10 0	4	507 1 2
By Amount borrowed on Debentures issued	1,300 0 0	4½	58 10 0
Do. do.	45,500 0 0	5	2,275 0 0
Do. do.	12,200 0 0	6	732 0 0
Do. do.	—	—	—
By amount received for 831 Perpetual Debenture Shares of 10*l.* each, being part of the Debenture Debt, and bearing interest at the rate of 4*l.* per cent. per annum	8,310 0 0	4	332 8 0
	79,986 10 0	—	3,904 19
By Balance Debentures, or Debenture Shares on hand for issue	13 10 0	—	—
	80,000 0 0	—	—

6494. Who elects the directors?—I believe the preference shareholders exclusively.

6494. No such thing; the shareholders generally.

6509. You would deal with the preference shareholders?—Yes, exclusively. If it was a landed proprietor's estate which had had a first mortgage upon it for 15 years, it would be wound up.

6510. You mean that you must buy them up?—No doubt.

6511. You must pay them off or deal with them at the price at which they will sell?—Yes; but I imagine that they have never been well pleased with their bargain, and I do not think that it has been looked upon as a very valuable security.

6511. The No. 1 preference shares excellent security, 5½ per cent. per annum; always at a premium in the market.

6512. And you would improve the security by the fact of paying them off?—Yes.

6513. (*Chairman.*) What price do the preference shares fetch in the market?—I do not know; they are so seldom sold, being in so few hands, and representing so small an amount, 48,000*l.*

6513. The No. 1 preference shares are 6*l.* 5*s.* paid in full; sell from 6*l.* 12*s.* 6*d.* to 7*l.* per share.

6514. (*Mr. Glyn.*) Are the directors selected exclusively from the preference shareholders?—I believe so. I wish to add that the present actual traffic on the Cork and Bandon of 20,000*l.* per annum proves clearly that the traffic of the West Riding would be sufficient to pay a fair interest on all extensions that are required to give full railway accommodation to the whole district. If such extensions were made at a moderate cost, say 6,000*l.* per mile, and if the incubus of the extravagant cost of the existing lines could be arranged.

6514. They are not; nor could it be done.

No. 2.—Dublin and Belfast Junction Railway.

2074. (*Mr. Horsfall.*) Have you heard any complaints in Ireland as to the unequal rate of charges between town and town?—Yes; as an instance I may mention the case of the Mining Company of Ireland. We have only one smelting works in the whole country, namely, the smelting works for lead and silver near Dublin. Considerable quantities of sheet and pipe lead, shot and red lead are made there. The margin for profit must be very narrow, considering that we have to import the coal, and have to pay for labour, labour being dearer in Ireland than it is in England, although, and indeed because, the wages are so much lower. The rate from Dublin to Newry by rail is 15*s.* per ton for lead, and the rate to Belfast is 12*s.* by rail. It is cheaper to send it the whole of the way to Belfast than to the intermediate station of Newry.

2074. The rates for street and pipe lead from Dublin to Belfast by sea is 10*s.* per ton, exclusive of charges for landing, &c.; and by rail it is 12*s.* 6*d.* per ton.

The rate from Dublin to Newry main line is 14*s.* 10*d.* per ton for lots under three tons, and 12*s.* 9*d.* for lots of three tons and upwards.

2075. What is the mileage to Newry?—It is very nearly 70 miles to Newry, and 113 miles to Belfast.

2075. The distance from Dublin to Newry main line station is 69½, and to Belfast 113 miles.

2076. (*Mr. Glyn.*) Is that inequality caused by the competition of the railways?—There are three lines in that distance. It is carried 113 miles for 12*s.*, and by steamer for 10*s.* 1*d.*, and it is carried to Newry, which is not quite 70 miles, by rail for 15*s.*

2076. For several years after the railway was opened through to Belfast there was a very keen competition between the railway companies and the City of Dublin Steam Packet Company for the traffic, during which goods were carried at little more than nominal rates by both sea and rail. Ultimately an arrangement was made, and the rates were increased, but still remained considerably under those to other places by rail. There being no competition of this nature between Dublin and Newry, the ordinary rates were not disturbed, and hence the difference between them and the rates to Belfast.

4964. (*Chairman.*) You are, I believe, the secretary of the Newry and Armagh Railway Company?—Yes.

4965. Have you any statement to make with reference to the traffic on your railway?—Our traffic is very seriously interfered with by the competitive measures of the companies with which we are connected. The Ulster Company, which joins us on the north, has possession of a line from Belfast to Monaghan and Clones; and then the Dublin and Belfast Junction Company, which is one of the lines between Dublin and Belfast, joins us at the southern end; and between those two companies a system has been pursued for the purpose of diverting the traffic from our line. The existing lines between Newry and Armagh may be described as a triangle, of which our line forms the hypothenuse, there being communication *viâ* Portadown by the other two sides. Of course we have the opportunity of carrying the traffic at much lower rates than the other

No. 2.—Dublin and Belfast Junction Railway—*continued.*

Extracts of Evidence sent to the Company.

companies, and if we were not interfered with we should, I may say, command the entire of it. We have applied to them for through rates over our system to the various stations with which we do business, but that has been refused, with the exception of to and from the town of Newry. They agreed upon through rates with us in reference to Newry, but upon the new section of our line, which is between Goragh Wood and Armagh, which was opened in August last, they have refused us.

4966. (*Mr. Glyn.*) They will take any traffic from you which you give them which goes from Newry to Armagh, but they will not give you any traffic at Armagh to take to Newry?—No, except that which they cannot avoid. They will send it round by the old route, that is by Portadown. Our business communications and the trade of the port of Newry lie very much in the Monaghan and Clones districts, to which we have no independent access. The Ulster Company wish to draw the trade to Belfast, and they do that by giving low rates to merchants in that locality, and refusing the Newry and Armagh Company.

4967. What is the class of traffic that comes from Monaghan and Clones?—That is chiefly inwards traffic from Newry. There is not much export trade from that district to Newry. The trade consists chiefly of importations from Newry.

4968. Of what sort?—Coals, grain, timber, and iron.

4969. Is there much coal traffic?—It varies.

4970. Will not they give you through rates for that coal traffic to Monaghan and Clones?—They refuse through rates, and of course the coal traffic is included. There is a great deal of traffic in grain and bread stuffs in that district, and there are some extensive mills. There is also a traffic in slates, timber, and agricultural produce.

4971. Do they want to force you to amalgamate with them?—They do not want us to amalgamate, but they want us to agree to a proposition which they made, that the two routes, namely, the direct route between Newry and Armagh, which belongs to our company, and the route through Portadown, which belongs to the two companies I have spoken of, should be placed on terms of equality as regards fares and rates.

The fares were arranged on the basis of the shorter distance, and stood thus:—

	s.	d.		s.	d.
First class - - -	3	8	From Goragh Junction	3	2
Second „ - - -	2	9		2	5
Third „ - - -	1	10		1	7

From the Dublin and Belfast Junction Company's main line station, which is a mile from the town of Newry—

First class, 3*s.* 4*d.* Second class, 2*s.* 6*d.* Third class, 1*s.* 8*d.*

Before assenting to the proposition of booking by both routes at equal fares and rates for other portions of the through traffic, the Newry and Armagh Company required the Dublin and Belfast Junction and Ulster Companies to charge the same mileage rates for the long distance that they charged on the direct route, the effect of which would have been to make the fares from Newry main line and Goragh 1*s.* 2*d.*, 10*d.*, and 7*d.* higher than they had been for the previous seven years.

4972. That the charge should be equal for the long distance and the short distance?—Yes.

4973. And that you should divide the traffic?—Yes, practically.

4974. (*Mr. Glyn.*) How many miles do they carry their railway in competition with you?—29 miles, and the direct route is 21 miles, so that there is nearly a difference of one third in our favour. So far as passenger traffic is concerned, we should get it, but with regard to goods traffic, the distance does not tell materially in our favour.

4975. You do get passenger traffic?—So far as Armagh is concerned, but not as far as Monaghan and that district is concerned.

4990. When did you open your line?—We opened the section from Gorah Wood on the 25th of August last. Since then we have been completely without through traffic, nothing but the local traffic of the district, which hardly pays working expenses. The southern portion of the line from Newry to Gorah Wood has been opened since 1854.

Replies received.

4966. Traffic from stations on the Dublin and Belfast Junction Railway for Armagh or stations beyond, and intended to pass over the Newry and Armagh Company's line, has been booked to Goragh Junction at the local rates, and the waggons allowed to go through.

4967. The Dublin and Belfast Junction Railway forms a portion of the trunk line between Dublin and Belfast. It is joined at Goragh Junction by the Newry and Armagh line 3¼ miles from Newry; and over this portion of that line there has been through rates and arrangements, and a free interchange of traffic, for the last ten years.

Traffic from Newry for Armagh and other stations on the Ulster Railway was sent *viâ* Portadown, the only route open until August 1864, when the line between Goragh and Armagh was opened.

As the Dublin and Belfast Junction and the Ulster Company had afforded facilities for developing the traffic of Newry by charging the same fares *viâ* Portadown to Armagh as if the direct line was made, they, prior to the opening of the shorter line, proposed, to prevent any unnecessary competition, to carry at the same fares and rates by both routes; but this was declined by the Newry and Armagh Company, except on terms which would have the effect of giving them the whole of the traffic.

4971. So far back as 1857, when the Newry and Armagh Company obtained powers to extend their line from Goragh to Armagh, the distance from Newry to Armagh was stated to be 22 miles by the direct route, and *viâ* Portadown 29 miles.

4973. The charges being equal, each party would do their best to obtain a share of the traffic; and the public would have a choice of routes, the Newry and Armagh Company having the advantage of the shorter distance.

4974. The distance *viâ* Portadown is 29 miles. The Ulster Company's trains from Armagh meet the through trains between Dublin and Belfast at Portadown; and the two companies wish to afford the public facilities for the use of their lines at the same cost as by the shorter route, both for traffic to Newry and to stations south of Goragh Junction.

4990. The two companies have always been willing to afford facilities for through traffic to the Newry and Armagh Company, and are even now endeavouring to effect an arrangement with that company on the basis of equal fares and rates, and leaving it to the public to make their choice as to the route by which they will travel or forward their goods.

No. 3.—Dublin and Drogheda Railway.

Extracts of Evidence sent to the Company.

2074. (*Mr. Horsfall.*) Have you heard any complaints in Ireland as to the unequal rate of charges between town and town?—Yes; as an instance I may mention the case of the mining company in Ireland. We have only one smelting works in the whole country, namely, the smelting works for lead and silver near Dublin. Considerable quantities of sheet and pipe lead, shot and red lead are made there. The margin for profit must be very narrow, considering that we have to import the coal, and have to pay for labour, labour being dearer in Ireland than it is in England, although, and indeed because, the wages are so much lower. The rate from Dublin to Newry by rail is 15*s.* per ton for lead, and the rate to Belfast is 12*s.* by rail. It is cheaper to send it the whole of the way to Belfast than to the intermediate station of Newry.

2075. What is the mileage to Newry?—It is very nearly 70 miles to Newry, and 113 miles to Belfast.

2076. (*Mr. Glyn.*) Is that inequality caused by the competition of the railways?—There are three lines in that distance. It is carried 113 miles for 12*s.*, and by steamer for 10*s.* 1*d.*, and it is carried to Newry, which is not quite 70 miles by rail, for 15*s.*

Replies received.

2074. The rate for sheet and pipe lead from Dublin to Belfast is 10*s.* per ton by sea, this rate does not include the charge for loading. The rate by rail is 12*s.* 6*d.* per ton.

The rate from Dublin to Newry main line is 14*s.* 10*d.* per ton.

2075. Newry main line is distant from Dublin 69½ miles, and Belfast 113 miles.

2076. The steamers compete with us to Belfast and do not admit of our getting remunerative rates. No such competition exists between Dublin and Newry.

No. 4.—Dublin, Wicklow, and Wexford Railway.

1929. Do you consider that the fares and rates of carriage for goods and parcels charged in Ireland are injurious?—I do.

Is too general a statement to answer.

1930. Do you consider that the produce of the mines and quarries and agriculture generally would be greatly benefited by a cheap scale of fares and rates?—Certainly.

The propositions are self evident.

1931. Are you of opinion generally that cheap rates and fares would stimulate trade?—Yes.

1932. Will you state your opinion as to the effect which you think will be produced by the diminution of fares?—I believe that the first effect would be a considerable development of mining; I also think that agriculture would be very considerably benefited, especially in the portions of the country which are most backward because most distant from the markets; I believe, as there is now a tendency to engage in manufacturing industry in Ireland, more than perhaps has existed for 20 or 30 years, that it will greatly stimulate that tendency.

To carry out the theory put forward in this reply, the greater the distance an article has to be carried the less should be the price charged for carrying it.

1933. Are there any facts upon which you ground your opinion, that a diminution of fares would be accompanied by a large increase of traffic?—I will first direct the attention of the Commission to two cases in connexion with mining, which will show what is the influence of the present rates of transport upon that branch of industry; I may observe that although we have a great number of mines in Ireland, they are not very rich and they are scattered through the country, many of them only giving produce of a low value, as, for example, sulphur ore, iron ores, and zinc ores. The present rates which are charged upon these products are exemplified in the case of the Wicklow Copper Mining Company. The Vale of Avoca is the centre of the largest sulphur mining operations perhaps in Europe. Formerly copper was extensively obtained there, but latterly, say for about the last 20 years, the sulphur ore has been the chief product, and from 80,000 to 120,000 or 130,000 tons annually have been exported. Iron ore is also found there in great abundance, and is now extensively worked. The distance from the Vale of Avoca, where the mines are situated, to the station at Kingstown is 39½ English miles, and the charge for the sulphur ore to that point is 4*s.* 3*d.* per ton, making consequently a rate of something more than 25 per cent. of the total value of the product, which is 16*s.* per ton free on board.

4*s.* 3*d.* per ton is the rate for carriage of sulphur ore. The service performed for this sum is as follows:—The ore is brought by horse power on a tramway a distance of nearly an English mile, it is taken out of the tramway waggon and put into the railway waggon, it is then drawn by locomotive to Kingstown station. The locomotive is here detached and the waggons are drawn by horse power over about half-a-mile of private railway to the shipping wharf, it is then put on board the ship; all this work is done by the railway company and has to be covered by the 4*s.* 3*d.* besides which even the accounts of the shipments and correspondence respecting orders for ore, transmission of bills of lading, &c., are managed by a clerk paid by the railway company; of course the empty waggons both tramway and railway have to be brought back for nothing.

1934. (*Earl of Donoughmore.*) That includes terminal charges?—Yes; the railway charge upon the iron ore is 3*s.* 9*d.* per ton.

1935. (*Chairman.*) Where is that from?—From the same locality to Kingstown. I take Kingstown, in the case of the sulphur ore, rather than the Harcourt Road Station, because practically very little except the local consumption of Dublin itself would be delivered there; 3*s.* 9*d.* per ton upon iron ore is very nearly 50 per cent. of the total value, because they have to pay, besides the 3*s.* 9*d.* for the carriage of it to Kingstown, a charge of 5*d.* per ton for taking it from the depôt at the mine to the station itself; so that virtually the charge is 4*s.* or exactly 50 per cent. upon the total value. Independently of the more valuable ore, there is an article called "smalls," which are the broken pieces, the value of which is only 6*s.* per ton, delivered free on board. They cannot send that at all, because the charge would be the same for that as upon the ordinary sulphur ore. It would be 4*s.* 3*d.* per ton to Kingstown, leaving, therefore, only 1*s.* 9*d.* as the margin for cost of production and profit. So that the present charge would be 72 per cent. of its actual value. The produce of this one mine for the year ending the 1st of March, 1865, was, of common pyrites, 30,600 tons; and of iron ore 15,164 tons. The total produce being 56,576 tons.

4*s.* per ton is the rate for iron ore. Exactly the same work has to be done by the railway company with respect to this as in the case of the sulphur ore. The ton in each case consists of 21 cwt. and the waggons are all the property of the railway company. I don't think the prices quoted free on board are correct in either case; but I don't think that should form an element in calculating what is a reasonable rate for the railway company to charge. Even with the present rates the Wicklow Copper Mining Company are able to divide very large profits. At the meeting of the shareholders of the Wicklow Copper Mine Company, held on 28th October ultimo. The Chairman Mr. Wright stated, that their raisings in 1855, were only 12,500 tons, and that for the present year 39,000 tons. The railway was not open in 1855, now it is. In 1862 the Wicklow Copper Mine Company did not pay any dividend, in 1864 they paid 24 per cent., and in the September half of 1865, 32 per cent.

1936. Then you include some other item?—I have included all the other varieties of ores which have a higher value, and therefore do not

The rate from Avoca to Arklow by tramway is 2*s.* per ton of 22½ cwt. On the 12th May

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.*

Extracts of Evidence sent to the Company.

come under the categories which I have mentioned. I have included the copper ore, and a portion of the deposit of copper; which make a total of 56,576 tons. That produce could, were it not for the charges paid, have been raised to a very great extent. The company had, I am informed, contracts for this year which would have enabled them to sell 80,000 tons altogether of ores from that single mine, but they could not fulfil them, owing to the difficulties with the railway company. The "smalls" are of course not sent at all. There is one other port to which ores are sent, which is only 6¼ miles distant, namely, the Port of Arklow, which is only available in the summer months in consequence of the bar.

1937. (*Earl of Donoughmore.*) In point of fact it is not a port at all. It is only an open roadstead?—It is an open roadstead. The charge to that place is 2*s.* 6*d.* per ton for the 6¼ miles, or about 4·8 pence per mile. On the 9th of May, in consequence of those charges, and the difficulties with the railway, the mining company had 120 carts carrying ore to Arklow, having thrown the railway company overboard altogether, finding it cheaper to deliver it in that way at Arklow, than to take it to Kingstown.

1938. (*Mr. M'Lean.*) Is there a tramway to Arklow?—The tramway was made originally by Mr. Hodgkin, but it has been sold to the railway company.

1939. (*Mr. Horsfall.*) Which railway company is it?—The Dublin, Wexford, and Wicklow Railway Company. I may add that that is not the only loss which the Vale of Avoca as a mining centre suffers, because we lose the advantage of return freights from the coal trade. The coal vessels coming into Dublin are obliged to return chiefly in ballast; of course they do not go to Arklow, and so the mining company loses the advantage of that return freight which the delivery in Dublin or Kingstown would give them; and now that we are to have a line of screw colliers, the advantages of return freights would be more certain.

1940. (*Chairman.*) Do you know whether the Wicklow Copper Mining Company have ever made a representation to the railway company upon the subject of their charges?—Yes.

1941. (*Mr. Glyn.*) Have they refused to make any reduction?—They have refused the offer made to them by the mining Company.

1942. (*Mr. M'Lean.*) Do not the mining company pay a very high dividend?—They do.

1951. (*Chairman.*) Are there any other mines that you wish to call the attention of the Commission to?—I should say that the limit of production in those mines will not be reached for very many years. I have been down in the mines myself, and I know what the extent of their production is; and I must say that if there were facilities of transit given at a cheap rate, say at half of the present rate, I am sure the quantity of ore which would be sent would be certainly three times what it is at present.

2058. (*Mr. Glyn.*) If the third-class fare were reduced would it not give an opportunity to the people to go to market and sell their produce themselves instead of selling it to hucksters on the road?—I think so; and that such a reduction, coupled with a reduction of parcels rates, would greatly assist the development of trade in Ireland. At present persons who send butter from the counties of Wexford and Wicklow to Dublin, are charged as much for three cools of butter (a cool is a sort of tub in which they send it) as for one; and the same rule applies to return empty cools. A large trade has sprung up between Cork and Dublin in butter, and those who send it are small farmers. It is a very peculiar trade, and being unsalted butter it will not keep very long. The day before I left a person who is a farmer, and who first established the trade, came to Dublin to see whether he could do anything with regard to the rates at which it was carried, and he found it impossible to get any reduction from the company.

2059. (*Chairman.*) Is the butter trade restricted in consequence of the high fares on the railway?—It has a great effect upon the price in Dublin.

5112. With respect to cattle?—Yes; and for poultry, provisions, butter, and eggs, and bacon, and all that kind of traffic. Then there is the Cork and Limerick direct railway, with which we have no through rates. I believe Mr. Pike is the chairman of that company, and he is a steam-packet owner at Cork. With the Cork, Blackrock, and Passage railway we have no through rates, nor have we any such arrangement with the Cork and Youghal Company. We have through passenger fares with the Dublin, Wicklow, and Wexford Railway Company, but we have to pay them 50 per cent. higher fares than they charge for their local traffic between Dublin and Kingstown out of the through fare.

5113. (*Capt. Galton.*) Speaking of passengers going from London to Dublin, do you mean that the fares you have to pay them between Kingstown and Dublin are higher than they actually charge the passengers travelling on that line?—Yes, in addition to which we pay rent for a station in Dublin, and keep our own clerks there.

Replies received.

1865, the mining company, finding that their cartage did not answer their purpose, entered into an arrangement with the railway company for three years at the rates above quoted. The work done in respect of ores sent by tramway to Arklow is as follows:—The railway bring it upwards of half an English mile by horse-power from the mining company's incline to Avoca Station. The waggons are then brought 5¼ miles by locomotive, when they are again brought by horses about 2 English miles to the quay of Arklow. The ore is loaded at the incline by the railway company. Of course the empty waggons have to be brought back for nothing when their load has been discharged.

It is simply absurd to talk of the present rates for carriage of minerals being reduced to one half. The work could not be done for the price. Not to speak of profits, the railway company never paid more than five per cent. on their original shares, while the mining company pay 30 per cent. The question of increase of production depends on the mining company themselves. If they were satisfied with a more moderate profit per ton, they could so much increase their business as to very much enlarge their gross profits, while at the same time the additional employment given would improve the condition of the country.

A large quantity of market butter is brought to Dublin from the counties of Wicklow and Wexford. The rates have never been complained of, and from the fact that the most of this butter is brought up by persons who purchase it through the country and travel back and forward by rail for the purpose, single firkins or cools are scarcely ever sent. The charge is from 6*d.* to 1*s.* for single cools, the former being for distances under 30 miles, and the latter over 30 miles; but when two or three cools are sent together they are charged at the tonnage rates, which will not amount to more than half the above.

The through traffic between Dublin and *Kingstown Pier*, in connexion with England, is totally different from the local traffic. It is a special service worked by special trains, which do not stop at intermediate stations on the Kingstown line. Special locomotives and carriages and extra staff are employed for this purpose. The trains run alongside the steamboats. A sum of about 6,000*l.* has not long since been expended in alterations of the station at Westland Row, Dublin, for the purpose of accommodating the English traffic. The proportion of fares charged to the London and North-western Railway covers all terminal expenses in Dublin, and these are very heavy from the large quantity of luggage which has to be attended to. The London and North-

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.*

Extracts of Evidence sent to the Company.

Replies received.

5116. (*Mr. M'Clean.*) You have not equal mileage rates with them?—No, they receive their full local rates on goods. We had no sooner made an arrangement with them, than some of the parties interested in the steam packets interfered. The secretary gave us notice of their intention to withdraw from them; we remonstrated, and eventually they agreed to continue them, and they are continued now. I am referring to the Wicklow and Wexford Company.

6804. As another instance of the want of liberality of a great company, the Dublin and Kingstown Railway Company have been compelled to reduce their fares owing to the opposition caused by the river steamers, and by the omnibus which leaves Dublin every hour and runs to Kingstown alongside the railway. The company were frequently solicited to extend their liberality, and did not do so until the opposition was firmly established. The frequent changing of the time-table on the Dublin and Wicklow line has been loudly complained of, inasmuch as people who have taken property along the line have done so on the good faith of every facility being afforded, and if a morning or evening train is taken off it must prove a serious inconvenience to many whose arrangements may have been formed.

6979. (*Capt. Galton.*) Do you know of any instances in which people travel by car, even where there are railways, because they can go at a cheaper rate?—I might give a very striking instance. Between Dublin and Kingstown, on one side of the railway, there are omnibuses running every day profitably, I believe, from Dublin to Kingstown in competition with the railway; by the omnibuses the fares are 4*d.* and 6*d.*; by the railway the fares are 6*d.* and 8*d.*; that is, for second and third class; inside the omnibus it is 6*d.*, and outside the omnibus the fare is 4*d.* from Dublin to Kingstown. Then on the other side of the railway here are two steamers plying backwards and forwards at the same rates as those charged by the omnibus, 4*d.* and 6*d.*

western Railway have an office at Westland Row for which they pay rent, but it is an error to say that they pay for a station there.

Through traffic with the London and North-western Railway is now paid for by equal mileage rates.

The fares on the Dublin and Kingstown Railway have not been reduced in consequence of opposition from steamers, which in fact is no opposition. Steamers run for three or four months in summer and *give* the railway quite as many passengers as they take from it. The omnibuses run a little inland of the railway, and accommodate persons who do not live near the railway stations. They are a failure, and do not pay their expenses, or very little more. The frequent changes in the time-bills (and they have been too frequent) were made at the request of residents in the district, and with a desire on the part of the directors, if possible, to please every one.

7020. It comes, I suppose, under a different classification?—They put it under a different classification. On some of the short lines near Dublin they have been gradually raising the rates; in fact we pay more now for parcels on the Dublin and Kingstown line; in some cases double.

7021. Is it not the practice on that line to carry all the parcels free?—Yes, small parcels, such as marketing parcels for your own personal use. If you are a yearly subscriber, they will carry your market basket free. Running by the side of this Dublin and Kingstown line, there is a four-horse coach every day, which carries passengers cheaper than the railway; it has been running for two or three years, carrying parcels and passengers.

7022. (*Chairman.*) Does it run frequently in the course of the day?—Yes. It runs right along by the railway. They will carry you outside for 4*d.*, and the railway company charges 6*d.* third class.

There has been no increase in parcel-rates on the Kingstown line. The following are the ordinary parcel-rates:—

Light Parcels.	Up to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	Every further 14 lbs. or part of 14 lbs.	Dogs	Excess Luggage. First ¼ cwt.	Excess Luggage. Every further ¼ or part of ¼ cwt.	Heavy Parcels. Above 1 cwt., every fraction of ¼ cwt. being charged as ¼ in proportion, after the first cwt.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 12 miles	0 3	0 4	0 5	0 6	0 8	0 10	0 1	0 6	0 6	0 3	0 8 per cwt.
Above 12 and under 30 ditto	0 4	0 6	0 8	1 0	1 2	1 4	0 1	0 6	0 6	0 4	1 0 do.
30 and under 50 ditto	0 6	0 8	0 10	1 4	1 6	2 0	0 2	1 0	0 9	0 6	1 6 do.
50 and under 80 ditto	0 9	1 0	1 2	1 6	2 0	2 6	0 3	1 6	1 0	0 9	2 0 do.
Dublin and Wexford, including collection and delivery	1 0	1 4	1 8	2 0	2 6	3 6	0 4	2 0	1 6	1 0	2 6 do.

Season ticket holders' parcels are carried for 1*d.* each irrespective of distance, and, practically, without limit as to number.

7023. (*Mr. Horsfall.*) That coach probably picks up intermediate passengers?—It may get some, but it runs rather too close to the railway, I think, for them to be of much value or avail. I think it arises altogether from the difference of the fare charged; to the poor people a difference of 2*d.* is a great consideration; they prefer to save the 2*d.*

Mr. Horsfall is quite correct. The omnibuses are supported by intermediate passengers if they can be said to be supported at all. The omnibuses do not give return tickets, and from 6 to 7.30 a.m. and from 6.30 to 11.30 p.m. passengers by railway are carried 3rd class for 3*d.* each.

7024. (*Mr. Glyn.*) What has been the increase in the rates charged between Dublin and Kingstown?—I do not know, but they do not carry much goods.

7025. You said, I think, that they had raised the rates lately?—Yes, but they do not carry many goods, the line is too short.

7026. (*Mr. Ayrton.*) Would you propose that the railway company should be compelled to charge a lower fare than the proprietor of the coach in order to prevent the latter from carrying on his business, or that the Government should make the railway charge less than that charged by the proprietor of the coach, and thus enable the company to stop the man's business?—I think that the general good that would arise from a very serious reduction in the railway fares would completely outbalance any small evil that might be done in other respects. I look upon it as a most popular movement, and that it would be of immense benefit even with regard to the feeling of the people of Ireland towards this country, and towards the Government. I think they would feel that the Government were in fact looking after their interests, and were doing a thing that would substantially benefit them. We want them to enable the people to talk of other things than they do, to enable them to be industrious, and enable them to bring their little commodities from one town to another for sale. The article of fish is a very important

The question as to the amount of good to the country, which would result from very cheap or even free travelling on railways belongs more to political economy than railway management.

Large quantities of fish, chiefly herrings, are carried over the Dublin, Wicklow, and Wexford railway every season; hundreds of tons.

No. 4.—Dublin, Wicklow, and Wexford Railway—*continued.*

Extracts of Evidence sent to the Company.

one, and we want them to be able to carry their fish from the sea ports to all parts of the country inland.

7280. There is another matter with regard to the Wicklow Copper Mining Company, who have large mines near Avoca, from which they produce pyrites, sulphur ore, and iron ore; this has been developed lately, but it is of such poor quality that unless the carriage to England is very low, the traffic will not be developed in the district. I hold in my hand a letter from the secretary of the Copper Mining Company, addressed to Mr. Jackson, who is our secretary of the committee in the Chamber of Commerce:—"Herewith I send you the last half-years' "report of the Wicklow Copper Mining Company with a paragraph "marked, showing a decrease of 10,000 tons in iron ore in the half-"year's workings, in consequence of the unsatisfactory arrangements as "to carriage of their ores with the Dublin, Wicklow, and Wexford "Railway Company. The chairman or any of the board are quite pre-"pared and willing to give evidence to the Royal Commission explaining "this matter, and their carriage arrangements with the railway com-"pany, which appear to the directors very high and unsatisfactory." One of the directors of the same company wrote to me since I came to London, explaining the thing more fully; it is a very full account of the different rates charged. I will hand it in with the other letters (*handing in the same*). It shows that low fares induce people to go about. I do not know whether it is fair to compare districts, but I was about to refer to the district between Dublin and Bray and Kingstown, which is very much resorted to for pleasure. The railway company were charging so high that some persons set up an omnibus, and put on a steamer by which passengers are carried for 2*d.* or 3*d.* less than by the railway, and the result is that they all get enough to do, plainly showing that lowering the fares encourages the people to go about.

Replies received.

The remarks upon questions 1933, 1935, 1936, 1937, 1951, 6804, 6979, and 7023 apply to this.

No. 5.—Great Southern and Western Railway.

1651. Can you give any particular cases in which applications have been made by any of the companies in England to any of the companies in Ireland asking for through rates?—The London and North-western, the Manchester, Sheffield, and Lincolnshire, the Lancashire and Yorkshire, and the Great Northern Companies have been for the last seven years pressing upon the Irish companies, the Midland Great Western, and the Great Southern and Western, to come into such an arrangement, and they have only just succeeded, after great negotiations with them, in inducing the Irish companies to adopt a system of through rates, but they have still done it in a very imperfect manner, for the Irish companies insist upon having their local rates, and that of course has tended to retard the negotiations; but things are very much better now than they have been, and I think that they will improve, for they begin, I believe, to see the desirability of these through rates, the public begin to find the advantage of them, and I think the subject of through rates is very much considered now. Neither the railway companies in England nor in Ireland are responsible for the want of through cattle rates, for there is an anomalous state of the law as to the liability of railway companies as compared with steam packet companies in the transit of goods and cattle; there are no through rates as yet (except from Dublin in connexion with the Midland Great Western,) from the Midland Great Western or the Great Southern and Western system, for cattle, and that is mainly attributabls to the fact that the steam packet companies who carry the cattle and goods between the Irish ports and Liverpool are protected by their bill of lading; whereas if a railway company makes a rate it engages itself in the contract to carry the goods or the cattle to their destination; but if they are lost by the act of God or by the Queen's enemies, or if they founder at sea, the railway company is liable for it.

1651. Not correct, for since the year 1854 the Great Southern and Western Company has been in communication with the London and North-western Company to endeavour to establish through rates with England, and numerous meetings were held upon the subject. The Great Southern and Western Company hold a letter from the London and North-western Company to the effect that as there were so many competing interests on the English side they (the London and North-western Company) were unable to bring about a system of through rates and would leave the Irish companies to do what they thought best; and as through arrangements could not be made with the interior of England the Irish companies made through rates with Liverpool, *viâ* the ports of Dublin, Cork, and Waterford, and this arrangment continued in force for some years, when the London and North-western Company again reopened the question of through rates with the interior of England, and after protracted negotiations, owing to so many interests being involved, a contract was entered into by which a system of through rates was brought into operation on the 1st June 1864, and it was not until after that time that the other companies referred to ever raised the question of through rates; when raised they were given the same through arrangements as were made with the London and North-western Company.

1683. Do they issue to third-class passengers return tickets?—On some of the Northern lines they do, but not on the Great Southern and Western, or the Midland Railways.

1683. Correct.

2083. (*Mr. Horsfall.*) Are you aware of any complaints of unequal rates upon any line where there is not a sea competition?—Yes; on the line between Cork and Limerick; for instance, from Bruree to Limerick butter costs 9*d.* per firkin, and to Cork, which is about double the distance, only 5*d.* I have an instance upon the same line with regard to the carriage of turf and coal. One truck with 5 tons of coal costs 17*s.* 1*d.* from Cork to Bruree, and a single ton 6*s.* 3*d.*, and it costs nearly as much from Limerick. For turf brought from the Rathmore station on the Killarney line to Bruree, about the same distance as from Cork, they charge 1*l.* 7*s.* 6*d.* for a box, which would be about three tons weight of turf; and as three tons of turf is not more than the equivalent for heating purposes of 24 cwt. of coal, it is a perfect prohibition of that important source of industry.

2083. Quite incorrect, as the charge for butter, Bruree to Limerick, is 2⅔*d.* per firkin, and not 9*d.* per firkin as stated.

Turf from the Rathmore district will load five tons to the truck, which at 27*s.* 9*d.* per truck, is equal to 5*s.* 6*d.* per ton for 46½ miles. There is no loading *to* Rathmore, consequently the trucks travel in one direction empty.

2093. (*Mr. Glyn.*) What distance is that?—Twenty miles. In the neighbourhood of Dublin, which is of course the great centre of the cattle traffic, being close to the English market, nearly all the cattle are walked to market. The Honourable Mr. Massey, who grazes a large

2093. The only portion of this statement applicable to the Great Southern and Western Company is that referring to drovers' tickets, which were formerly given free; and the prac-

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

Replies received.

number of cattle, says that he buys a great many cattle in Tipperary and distant fairs, and he finds that he can always drive them by road for half what it would cost him to send them by rail. At the last fair of Ballinasloe he found that it was better to send the cattle by boat to Dublin, although there is a railway station on the line to Dublin a quarter of a mile from the town. A person who is most largely connected with the cattle trade of Dublin has given me the following information, which I am also able to substantiate myself. That "in " October 1863 the Midland and Great Western Railway Company " raised their cattle rates at all the intermediate stations between Ballin- " asloe and Dublin. The following May the number of cattle and " sheep conveyed, as compared with May 1863, fell off considerably, " and in October 1864 the great proportion of the store cattle were " walked home. Within the last two years the cattle traffic of the " Grand Canal has risen from a mere nothing to from ten to twelve " boat loads of live stock weekly." That bears out what Mr. Massey stated with regard to the last Ballinasloe fair. One of the chief objections urged by owners of cattle against the management of the cattle traffic of the Great Southern and Western, which, upon the whole, being a very long line of railway, is well conducted, is, that the drover who has to go with a whole waggon is charged half a fare with the carriage of the cattle, and will have to pay third-class fare upon his return. In addition to that, they make a distinction at certain stations between half a waggon and a whole waggon. A whole waggon is supposed to hold eight beasts, and they allow three for half a waggon; but if the drover puts four into it they charge him the price of a whole waggon. I would like to mention here another instance of the effect of high fares connected with the herring fishery in the neighbourhood of Dublin, which has grown to be a most important trade. The poor persons engaged in the local trade walk from Dublin to Howth, a distance of nine miles, because the cost of a third-class ticket would be often as much as their profit for a day. The consequence is, that any traffic which would be derived from that source is lost.

2128. (*Chairman.*) Are there any other points which you wish to direct the attention of the Committee to in connexion with Irish railways?—I intended especially to have drawn attention to the undue proportion which the cost of carriage of the agricultural produce of our poorer lands bears to its value. Considering that Irish agriculture has now to compete with the entire world, and that we are transferring part of our population from the poor lands of Ireland to the richer ones of Illinois and other portions of America, that, in fact, in the case of a large number of poor farms, the rates of carriage to the markets amount to nearly the rent in some cases, any substantial reduction of fares on the lines, especially with differential rates such as I have alluded to, would be one of the greatest advantages which could possibly be bestowed upon Irish agriculture.

2129. (*Earl Donoughmore.*) Are you aware that it costs less money to transport a fat bullock from Normandy to London than it does from the pastures of Limerick to London?—Precisely. A friend of mine was actually disposed to go to Holland and buy store cattle and take them to Galway to fatten, and he expected a very considerable profit upon them.

2314. Will you state generally to the Commission on what points you have to make complaint; first as to the passenger traffic?—With respect to the passenger traffic, it is generally complained that the charges are too high, which prevents that intercourse with the western districts of Ireland that we would otherwise have if we had a lower rate upon the traffic from the metropolis and a lower rate of passenger charge.

2365. (*Mr. Horsfall.*) Are the fares, in your opinion, considerably too high between Limerick and Dublin?—Yes. I have heard it generally complained of, that the fares are high, and that if they were reduced it would increase the trade and business of the city of Limerick, as well as give greater facilities for travelling, and many more persons would travel.

2396. Before that you could have gone to Dublin and have returned the same day?—Yes; but you cannot do that conveniently since the four o'clock train has been taken off.

2397. Then what is the good of a return ticket?—I suppose no one would take one now. I have not done so myself.

2398. Practically a return ticket is of no great value?—None whatever.

2399. (*Chairman.*) Have the fares been the same as they are now for many years?—They have been so.

2400. Has there been no alteration made, either in raising them or lowering them?—I think they have been advanced; three years since I think the fare was 21*s.*, I am not certain, and it was advanced to 23*s.* 8*d.*

2411. Will you be good enough to state the nature of those complaints?—Some time since the different railways into Limerick, the Great Southern and Western and the Waterford and Limerick, carried goods through from Liverpool to Limerick at a through rate of 15*s.* per ton.

2412. (*Mr. Dalglish.*) What class of goods do you refer to?—Heavy goods, iron, tallow, palm oil, sugar, and such heavy goods, and within the last two or three years they advanced the rates to 27*s.* and 30*s.* a

tice was discontinued solely on account of the frauds practised upon the company by the subdivision of cattle into small lots for the purpose of multiplying the free passes, which the drovers afterwards sold.

2396 to 2400. This was not caused by any act of the Great Southern and Western Company, but by notice from the Waterford and Limerick Company, who refused to work to the first train from the Limerick Junction to Dublin, or from the last train from Dublin.

No change has been made in the fares during the last ten years.

2411–2413 and 2422. The low rates referred to were in force for a period when the railway companies and the steam packet companies between Dublin and Liverpool were working in opposition to the direct steamers between Limerick and Liverpool.

The Limerick people have still the opportunity of getting their goods conveyed by the

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

ton, something equal to from 80 to 100 per cent., and we consider that that has done very considerable injury to the trade of our locality.

2413. (*Chairman.*) Are you able to state that the traffic of that description has fallen off since the raising of the charges?—It has.

2422. You stated, I think, that the railway companies charged 15*s.* a ton?—Yes, but now they charge 27*s.* When the railway companies were charging 15*s.* the Limerick Steamship Company charged but 12*s.* 6*d.* a ton.

2428. Referring to the articles which you have mentioned, do you suppose that that increased charge of 7*s.* a ton interferes with the consumption of goods in Limerick?—It interferes with the trade of Limerick, but whether it interferes much with the consumption of goods there I cannot say.

2429. Have you any reason to suppose that the consumption of those articles is diminished in Limerick by reason of the charge made for conveyance being increased to the extent you have stated?—I do not go the length of saying that.

2430. Sugar, for instance?—I cannot say.

2431. How then does it interfere with the trade?—It enables the merchants of Dublin and Waterford and of Cork to import goods at a freight I think of 10*s.* or 15*s.* into those places, and then they can send them within a very short distance of Limerick to some of the smaller towns, to the disadvantage of the Limerick import merchants.

2434. Do you propose that the rates should be adjusted with a view to placing a more distant port on the same footing as a port nearer to the place of production?—The increase in the charge by the railway company to 27*s.* has been attended with this disadvantage as regards Limerick, that it has compelled our local companies or it has induced them to advance their rates to 20*s.*, whilst goods of the same class are imported into Dublin, Cork, and Waterford at 10*s.* or 15*s.*

2435. If the increase of the rate does not interfere with the consumption of the articles, the reduction would simply have the effect of making you a present of so much per ton to enable you to carry on your business in competition with the merchants of Waterford and Dublin?—We should have equal rates with them.

2436. But it would in effect be asking the railway companies to give you a sort of bounty or present to enable you to compete with the merchants of Waterford and Dublin?—Not to make it a present; the fact is the goods now do not come by the railways; in fact the rate is a prohibitory rate, for since they advanced it to 27*s.* the goods have scarcely come by the railways at all.

3315. (*Chairman.*) It will be hardly necessary to read extracts from every Report of the Fisheries Commissioners, but you can read from some of the more important ones.—The extract which I am about to read is from the Report of 1855: "They also complain of being in a "great measure deprived of the advantage of the market of the metro- "polis by the increased rate for conveyance charged by the railway com- "pany from Cork to Dublin, which, added to the cost of transit from "Kinsale to the former place by cart, a distance of 20 miles, absorbs "the very small profit on fresh fish, in consequence of which the Dublin "market has been wholly deprived of any supply from that important "district."

3316. (*Mr. Glyn.*) Was there an increase in the rate for that year?—Yes. They speak of the increased rate in that year. The charge was 10*s.* a ton on that coarse fish. The charge on cod in 1853 was only 1*s.* per cwt., and in 1855 it was 30*s.* a ton. I find that in 1851 it was only 16*s.* a ton, so that the charge had been nearly doubled in 1855, as it was only 16*s.* in 1851.

3317. There appears to have been a great increase in the rate since the opening of the railways?—Yes, a great increase, and it has been also most fluctuating, for in almost every year the rates have varied.

3357. (*Chairman.*) Have you any suggestion to make as to the remedies which you think ought to be applied with respect to the deficiencies on the Irish railways, both as to the passenger and goods traffic?—As to the passenger traffic we labour, no doubt, under a great many difficulties in the way of getting from place to place in consequence of the trains not running in connexion with one another; for example, if you want to come from the west to the south you have a delay at Athlone probably of one or two hours; you also have a delay at Portarlington of one or two hours before you can catch the train on the Great Southern and Western Line. Then if you want to go to Belfast you must remain for four hours at Portadown before you can get a train to go on. And in the same way, if you want to come from Limerick to Dublin you are obliged to stop at the Limerick Station, which is a very bad station, for two hours or two hours and a half before you can get on to Dublin; and there is no accommodation whatever at the Limerick Junction, that is in consequence of the Waterford and Limerick Railway and the Great Southern and Western Railway not running in connexion with each other.

3706. (*Mr. Ayrton.*) Have you been able to ascertain the cost of driving cattle from the western part of the county of Limerick to Ballinasloe Fair as compared with the charge by railway?—An instance occurred the other day to myself. I bought 20 cattle at Killarney, and I wished to bring them to a station between Charlville and Limerick. I inquired the rate, and it would come to 4*s.* a head. I drove them on the road for 1*s.*, when I would rather have paid 2*s.* to have sent them by a train.

Replies received.

steamers plying direct between Limerick and Liverpool, and the rates are very low. The owners of the steamers are the traders of Limerick.

2428 to 2431, 2434. The statement put forth is sufficiently answered by the question subsequently put by the Commissioners in No. 2436.

The rates by direct steamer between Liverpool and Limerick are—

For bacon	-	15*s.* per ton.
„ sugar	-	16*s.* „
„ tallow	-	16*s.* „
„ palm oil	-	14*s.* „
„ guano	-	16*s.* „
„ sugar (refined)	-	18*s.* „
„ oil (liquid)	-	18*s.* „

3315 and 3316. Present rates for fish by passenger trains—Cork and Dublin—

Prime fish, such as turbot, john dory, soles, &c.	-	2*s.* per cwt.
Lobsters, crabs, and oysters	-	1*s.* 6*d.* „
Herrings, mackerel, &c.	-	1*s.* „

No change has been made in these rates since 1st May 1852, except for prime fish, which was reduced 1*s.* per cwt.

3557. Every possible care has been taken to make the branch trains correspond with those on the main lines as far as it can be done with the limited number of trains the companies can afford to run on the branch lines. The traffic on most of the branch lines is very limited.

3706. The cost of carriage in this case would have been 3*s.* per head, the distance being 60 miles.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

3717. Will you be so good as to state any facts within your knowledge upon that subject?— The charge on corn is 12*s.* a ton from Limerick to Dublin, and they take it by boat to Liverpool for 6*s.* The charge from Cork to Limerick is 7*s.* a ton for corn, and if it breaks the journey it costs 1*s.* 6*d.* more.

3728. The distance from Cork to Limerick is nearly 61 miles, is it not?—Yes.

3729. And the charge is 7*s.* a ton?—Yes. Then the drovers also complain that a whole truck holds 30 sheep, and that they are only allowed to have 12 as a half truck instead of 15, and further that they are only allowed three horned cattle in place of four, eight being the number for a whole truck; they also complain that if they take four horned cattle they are charged for a whole truck; they also say that they are not allowed to have a van for the drovers to travel in, and that the drover must travel in the cattle truck and he is often injured and bruised; they charge them half a fare in a cattle truck and a full fare back, and then if they want to come back again in the evening there is no third-class train for them, they have to wait till the next day, and they are charged a full third-class fare back again; they complain greatly of that. In England I believe the drovers are not charged. Then the number of tolls on common roads in Ireland makes walking there more expensive. In England sheep pens are placed over each other, but not in Ireland.

3743. (*Chairman.*) If it is so much cheaper to drive store cattle by the road than to send them by railway, how do you account for any store cattle in Ireland being sent by the railway?—There are some of the larger buyers who do not walk with their own cattle themselves, and they do not like to trust those cattle for four or five days at a time in the hands of drovers, and they would therefore rather pay three or four times as much to have them go by the train, but they are often stopped at the junctions for three or four hours, and that is a great objection. Coming here, a gentleman with his family got into the carriage with me at Maryboro', on the Great Southern of Ireland, he was going to Roscommon; at Portarlington, 10 miles on, he was detained 2 hours 20 minutes, again he must remain at Athlone 2 hours 35 minutes, in all 4 hours 55 minutes; whereas he was in motion only 2 hours 30 minutes from Maryboro' to Roscommon. Again the Limerick to Dublin passengers are, by a new arrangement, obliged to wait nearly two hours at the Limerick junction, or travel 1 hour 30 minutes round by the Great Southern *viâ* Charleville. A special cattle train I had, of 20 waggons, on two occasions, went from Limerick to Kildare, 100 miles, in six hours; showing, that with larger trade, companies are willing to increase the speed.

3747. And the charge would therefore be proportionately high for the short distances compared with long ones?—Perhaps so. Then with respect to parcels, I constantly get parcels of exactly the same size and the charges are not the same.

3748. Do you mean by different lines of railway?—No; I mean on the same line. Since I received a summons to attend the Commission, I have had three boxes, and those boxes came from Dublin, and one of them was charged 1*s.* 7*d.*, another was charged 2*s.* 1*d.*, and the other was charged 1*s.* 1*d.*, and yet they were exactly of the same size.

3749. (*Capt. Galton.*) Were they of the same weight?—I cannot say, but they held in them the same articles.

3750. (*Chairman.*) Have you made any inquiries as to the reason why these different charges have been made?—I inquired about it and they could not explain it.

3751. Do you imagine that the charges are pretty much in the discretion of the station master at each place?—I do not know, but he said that they had a scale of charges for parcels. I asked him if it was often changed, and he said it was. I then asked him to give me one of his scales, and he said that they only printed one for the use of the office.

3752. (*Capt. Galton.*) They do not publish lists of charges?—No.

3758. (*Chairman.*) If you desired it would they not send a small parcel by the slower train at a lower price?—No, unless I made it up to weigh 56 lbs., and some persons, by adding stones, do make up a parcel to weigh 56 lbs. With regard to horses, the charge to Dublin for three horses is 5*l.*, that is from Limerick, and the traders in them say that the charge ought to be 3*l.* These horses are put in stalls, and those that go in trucks are charged 16*s.* 6*d.* each; seven horses in a waggon from Limerick to Waterford cost 11*s.* each, not including drover.

3759. (*Mr. Hamilton.*) Have you ever made any comparison between those rates and the rates charged on English railways?—No, I have not. A passenger second class return ticket, from Charleville to Limerick, costs 4*s.* 9*d.*, two persons will drive this 20 miles, per road, for 10*s.*, and a horse will carry four or five persons on the Irish cars.

5011. Have you any statement to make with reference to the railway traffic of the south of Ireland?—The statement that I wish to make is this, that as far as Waterford is concerned, being the place I am connected with, there is a great difficulty in approaching the interior of Ireland from the want of railway communication, and there is even great difficulty in approaching Dublin, from the indisposition of the Great Southern and Western Railway Company to work in harmony with the

Replies received.

3717. The rate for corn—Limerick to Dublin—is 12*s.* per ton, including terminals, or a fraction over 1*d.* per ton per mile. The rate—Cork to Limerick—is 7*s.* per ton, including terminals, or a fraction under 1½*d.* per ton per mile for 62 miles, as against 1*d.* per ton per mile and a fraction over for 129 miles. There is no such thing as a break on the journey—Cork to Limerick—for goods or cattle.

3728, 3729. *See* answer to 2093.

3743. It must be the exception for such delays at junctions as are referred to, as cattle are mostly carried by special trains to markets, or from fairs, and such delays are thus avoided. For delays to passengers at junctions see reply to 3357.

The delay to passengers, Limerick to Dublin, was occasioned by a change in the running of the mail trains by the Postmaster-General, but this only lasted a few weeks pending negotiations between the Post Office and the Waterford and Limerick Company, and it has since been remedied.

3747 to 3752. The parcels referred to may have been the *same size* but certainly were not the *same weight*, if charged differently. All parcels are charged by weight and not by bulk. The Company's rates for carriage of parcels are given on every time-table printed for the Company, and issued to the public.

3758. The limit for parcels conveyed by goods trains is 28 lbs. weight and not 56 lbs., and then only when brought as distinct parcels, not when brought with other goods.

5011 and 5012. This statement is incorrect, as there is no indisposition, nor ever was, to give accommodation between Waterford and Dublin. There are three trains a day, Kilkenny to Dublin, quite ample for the traffic. The first leaves in time to bring passengers from our own line to allow of their arriving in

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

Waterford and Kilkenny, so as to give trains that will conduce to the public convenience. I also wish to state that the public of the south of Ireland are, in my opinion, very much injured by the determination of the Great Southern and Western in connexion with the London and North-western to subsidize the local lines and steam packet companies to allow the traffic to be brought to England *viâ* Dublin. They pay 30 per cent. for that, and such diversion of traffic, in my opinion, not only is injurious to the southern cross channel communications, but very injurious to the public in the several localities.

5012. I understood you to say that there was an indisposition to give accommodation from the junction at Kilkenny up to Dublin; to what do you ascribe that indisposition to forward traffic?—They do not wish the traffic of the middle of the country should find its way to England by Waterford, they would rather it should go by Dublin, and they will not run trains so as to suit the convenience of the Waterford public either going up or down. For instance, if you want to go from Waterford to Dublin and back in one day, you cannot do so. They run their train from Kilkenny at so early an hour in the morning that it would be useless for the Waterford and Kilkenny Company to send trains to meet it, because no one would go. They run a train at 6.15 from Kilkenny to Dublin; the Waterford and Kilkenny Company would have to send a train at 4 o'clock, or a quarter past 4 o'clock, in order to catch that. In the same way the evening train coming down arrives at Kilkenny at such a late hour that no one would come by a train to Waterford if such was running.

5013. What remedy do you propose for that?—I think there should be some power which would compel railway companies to work harmoniously, so that the public interests might not be injured. Whether that power should be given to the Board of Trade, or some other party selected by Parliament, it will be for them to say; but there must be some power outside the railways. I know the Waterford and Kilkenny Company have always been disposed to run in such a way as will serve the Waterford public, but they have always been refused similar action by the other side.

5014. You say you have given more accommodation than you have received?—If the Great Southern and Western ran trains at convenient hours we should run trains in connexion with them. If they ran the trains at such hours as to suit the Waterford public, more passengers would go. In fact, they inconvenience the district altogether. Third-class passengers going from Waterford to Dublin lose a great deal of time either going up or coming down. They have to stop a night in Kilkenny, although the whole distance is but 112 miles.

5015. (*Capt. Galton.*) Do you say that passengers from Waterford to Dublin cannot go by way of Kilkenny and return the same day?—Not the third-class passengers, nor, in fact, any class passengers. Third-class passengers cannot go through the same day.

5016. Then they must take two days to get from Dublin?—To come to Dublin. If they go third class they must stop a night at Kilkenny.

5018. Your complaint is, that the Great Southern and Western do not give any proper facilities at the junction at Kilkenny?—Yes; they will not run trains at an hour that will suit the public; they run the morning train from Kilkenny at 6.15, arriving in Dublin at 9.30.

5019. (*Mr. Glyn.*) That is the through train of the Great Southern and Western?—It is the through train from Kilkenny; that is their Kilkenny line through train.

5020. It is their through train on the main line?—It is not a through train from Waterford.

5021. What train do you wish to join on the Great Southern and Western?—We want a train that will allow parties to leave Waterford at 6 o'clock in the morning and arrive at Dublin in proper time for business, and then enable the parties to leave at 4 or 5 o'clock p.m., so as to arrive in Waterford at 10 o'clock at night.

5022. Do you wish them to put on particular trains to accommodate you?—I wish to alter the hour of the trains which they do run.

5023. The trains, you say, that do run now are their trains to other parts of their system?—No; they are trains which no other part of their system is connected with; they run from Kilkenny to Dublin, and *vice versâ* without reference to any other train.

5024. (*Capt. Galton.*) Does the train which runs from Dublin to Kilkenny run as far as Kildare Junction with the train going to Cork?—No.

5025. (*Mr. Glyn.*) Then they start from Dublin a particular train for their service, which does not suit the public?—It does not, although we would make ours suit theirs if they started at an hour the public could travel at. If we ran trains now in connexion with theirs, parties would have to start from Waterford between 4 and 5 o'clock in the morning, and could not get back till 11 at night.

5026. (*Mr. Hamilton.*) Does that line belong to the same company as the line from Limerick to Waterford?—No.

5027. Is Mr. Malcolmson a director of your line?—He is; but it does not belong to the Limerick Company. The Waterford and Limerick

Replies received.

Dublin sufficiently early for the markets, &c., and to return same day. The second is the mail train, leaving Kilkenny at 2.30 p.m., to which the Waterford and Kilkenny Company work; and the third train leaves at 6.40 p.m., to which train the Waterford and Kilkenny Company also work, giving two through trains in the day. The passenger traffic between Waterford and Dublin is very limited, and some years ago arrangements were made which enabled Waterford people to return from Dublin the same day, but the number of passengers who availed themselves of it was very small indeed, certainly not sufficient to justify this company in continuing the arrangement to the prejudice of their local traffic.

The trains from Dublin to Kilkenny are, 7 a.m., 8.35 a.m., 12 noon, and 5.30 p.m. The two first work on from the junction at Kildare together, having 1st, 2d, and 3d class passengers, and the train reaches Waterford at 1.20 p.m. The passengers with the 12 noon train reach Waterford at 5.35 p.m. The Waterford and Kilkenny Company do not run from the 5.30 p.m. train, which reaches Kilkenny at 9.10 p.m.

The complaint of forcing the through traffic with England, *viâ* Dublin, is answered by the fact that one portion of the arrangement between the companies is, that the same through rates should exist between stations in England and Ireland, whether the traffic is sent *viâ* Waterford or *viâ* Dublin, and the public are left to make their selection of route, and it is to the manifest interest of each route not to allow the traffic to be diverted, inasmuch as each company is allowed 40 per cent. expenses before the division is made between the companies interested.

5014–5016. Third-class passengers can leave Dublin at 7 a.m., and arrive in Kilkenny at 11.35 a.m., and leave Kilkenny at 6.40 p.m., arriving in Dublin at 10.10 p.m. To both these trains the Waterford and Kilkenny Company work, but do not provide 3d class accommodation.

5018–20. See reply given to 5011 and 5012.

5027, 5031, 5032. The statement is quite untrue that the Great Southern and Western

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

Company work the Waterford and Kilkenny, but it is only under working arrangements; they have no interest in it more than that. The Great Southern and Western have always set their faces against any sort of effort being made to the northern and midland districts of Ireland with Waterford. In 1846 a Bill was obtained to make a line from Kilkenny to Maryborough, and I understand that the Great Southern and Western people at that time bought up the shares in order that the line might fall through. With much difficulty, in 1860, a similar bill was brought in, which the Great Southern and Western opposed most violently, but it was obtained in spite of their opposition. A portion of that line is now made; it has served the traffic of the district to this extent, that for eight weeks, ending 19th May 1865, the traffic of the line from Kilkenny to Waterford has increased over and above the traffic of last year 33 per cent.

5028. The traffic between what points?—Between Kilkenny and Waterford.

5031. I understand you to say that the Great Southern and Western opposed the communication between Waterford and what you call the Midland district?—Yes.

5032. What object could they have in opposing that?—The object they had was this: there is not the slightest doubt that the whole of the towns in the midland districts of Ireland, such as Maryborough, Mountmellick, Phillipstown, Tullamore, Mullingar, and Parsonstown would be served if they were put into direct communication, *viâ* Waterford, with the South of England and South Wales. The agriculturists in those districts would find a ready market for their produce in the mining, iron, and coal districts, and, *vice versa*, they would require coal and iron and other articles from the English and Welsh districts. Direct communication is at the present moment stopped altogether. It is so managed that the traffic must come round by Dublin, which is both tedious and expensive, and the consequence is, that the localities are all anxious for a direct communication; but the Great Southern and Western has at all times opposed that in Parliament, and when a Bill at one time was obtained, they bought up the shares and allowed the Bill to drop through.

5033. (*Mr. Glyn.*) Is not Mr. Malcolmson a great steam-packet owner in Waterford?—He is.

5034. He did not say anything about this in his evidence?—I do not know what he has said in his evidence, but this I know, that the London and North-western Railway Company and the Great Southern and Western Railway Company have lately entered into an arrangement with him, by which the railway and steamboat interests are served to the prejudice of the locality. There has been an arrangement entered into, which was before the citizens of Waterford, and which was condemned by all parties, the effect of which is, that the traffic of the district will be brought to England by Dublin, *viâ* Liverpool and Holyhead, and that Mr. Malcolmson for the steamers and the Limerick Railway Company will get 30 per cent. of the traffic thus brought to Dublin to allow it to go by Dublin.

5035. (*Mr. Hamilton.*) When you say that "they" get, who do you mean gets the 30 per cent.?—The Limerick Railway to Waterford and the Waterford Steam Packet Company.

5036. Who makes the arrangement?—The North-western and the Great Southern and Western. I have the heads of arrangement which I can hand in if the Commission wish (*the witness handed in the same, vide Appendix* AL). In one of the heads, which struck me very much as most injurious to the southern routes, is this:—

"Waterford and Limerick Railway Company, Cork and Limerick "Direct Railway Company" (being another railway company that is subsidized) "undertake that all traffic consigned to them by other routes "than *viâ* Liverpool and Holyhead between places in England and the "places in Ireland, to which this agreement refers, shall not be booked "through, and shall be charged the local rates."

No through traffic from the districts to which the agreement applies can, under that arrangement at all, come by the Great Western or English Midland systems to England; it must all go by the London and North-western. In that way the traffic of the country is interfered with, and interfered with so as to inflict an immense loss on the localities, and when the North-western and the Great Southern and Western are paying 30 per cent. on all goods for the purpose of making them go in a particular way, they are sure to repay themselves by putting on increased rates.

5037. (*Mr. Glyn.*) In what shape is that 30 per cent. paid. Is it by a reduction of rates, or what?—It is 30 per cent. of the monies received for traffic which is allowed to go by Dublin.

5038. Is it in the shape of rates, or tolls, or what?—It is in the shape of money or direct payment; it is in the shape of a direct subsidy. Suppose 100 tons of goods are to be sent from Limerick or Tipperary to Birmingham for which 100*l.* is paid for the transmission, although the Waterford and Limerick Company will not carry 1 lb. of it, and although the Waterford Steam Ship Company will not carry 1 lb. of it, they will get 30*l.* out of it in order to allow it to go by Dublin, so that the company who actually carry it will only get 70*l.*

5039. (*Capt. Galton.*) The company who carry it giving to the other companies a bonus of 30 per cent.?—Yes, although they do nothing to earn it.

Replies received.

Company ever bought shares in the line from Kilkenny to Maryborough. When the original Bill was deposited in 1859 and 1860 the Great Southern and Western Company presented a petition against it to secure proper junction clauses, but they did not appear on their petition. In the Session 1860–61 they presented a petition in the Commons against the alteration to abandon the junction at Mountrath, and to make junctions at Ballybrophy and Maryborough. Counsel attended to watch the case, &c., but no evidence was given against the Bill. The company did not petition against the Bill when in the Lords.

5034. The witness by his replies either does not understand the nature of the agreement or he endeavours to mislead the Commission. No subsidy of any kind exists, but there is an arrangement at three stations where the Waterford and Limerick Company and the Great Southern and Western Company come into competition. By this agreement the rates by either route are the same, the public being allowed to select their own route, and the receipts of those stations for English traffic are thrown into a common purse and divided in certain proportions.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

5041. Then I understand your statement to be this, that the Great Southern and Western Railway Company, being interested in the traffic of Dublin, has made some arrangement with the North-western Company to secure all the traffic of that part of Ireland going by way of Holyhead?—Yes.

5042. And in order to secure this they have made some arrangement with the Limerick and Waterford Company and with Mr. Malcolmson's steamers, so as to provide that no part of that traffic shall be diverted by way of Waterford into South Wales?—They have made this arrangement, that upon all goods brought through Dublin to the North-western system in England at Liverpool or Holyhead, and consigned to Birmingham, and places north of Birmingham, that 30 per cent. off the receipts will be paid to the Waterford companies to allow it to go that way.

5043. That has the effect of diverting the traffic from Waterford to Dublin into South Wales?—It has the effect of diverting the traffic of the district to England from Waterford to Dublin, and thence *viâ* Liverpool and Holyhead, and in fact injuring the communication between the southern parts of Ireland and England.

5044. How does it affect the southern parts of Ireland?—Because the traffic that originally belonged to Waterford, and would come to Waterford, is diverted the other way.

5045. It goes north by Dublin?—Yes. In Dublin they have communications two and three times a day with Liverpool and Holyhead, but between Waterford and Liverpool the steam ships only sail twice a week, therefore people who have produce to send will naturally, when they pay equal rates, send all their goods by Dublin, and none will come by way of Waterford. Therefore the diversion of traffic will injure communications between Waterford and England, as the number of steamers will be lessened when they must depend upon the local traffic alone.

5046. This arises from a sort of understanding between the London and North-western Railway Company, the Great Southern and Western of Ireland, the Limerick and Waterford, and Mr. Malcolmson, the owner of the Steam Company?—And also the Cork Steam Shipping Company.

5047. What remedy do you propose for that?—As I said before, there should be some tribunal, such as the Board of Trade, to prevent railways using what I may call a very illegitimate mode of dealing with a public matter, and to forbid them doing such things as would prevent the traffic from flowing in the channel through which it would naturally flow, and not to allow any large company to subsidize a small one to the prejudice of the public interests.

5051. There is nothing illegal in this arrangement?—No, I am not aware that there is anything illegal; but although it may not be illegal, it is highly detrimental.

5052. (*Capt. Galton.*) You think, although not illegal, it is exceedingly injurious to the public interests that such an arrangement should be made?—Yes, and the public have decided so. Here is a resolution which was adopted with reference to it: "That this Committee, with all "respect for the opinions of the directors, considers these arrangements "to be well calculated to divert the traffic of the districts to England "*viâ* Dublin, and vitally injure the trade and commerce of Waterford "and the southern communications." That resolution was adopted at a meeting of a Committee appointed by the merchant traders and citizens of Waterford, the mayor of Waterford being in the chair.

5055. Has there been any extensive system of through booking between the North-western Company and the Irish railway companies?—We have had for a considerable time through fares for passengers between the principal stations on the North-western lines and the principal stations on the Great Southern and Western line; we did try for many years to get through booking for goods also, but we could not succeed in getting that until about two years ago, and then only to a limited extent.

5056. At the present time is there a general system of through booking for goods?—Only to a limited extent.

5057. Have difficulties been experienced by the London and North-western Company in bringing a system of through booking into operation?—Yes; I may say that we have had very considerable difficulty even with the Great Southern and Western Company, which is a line especially connected with the London and North-western system *viâ* Holyhead and Dublin; for instance, we have now got a system of through booking for goods between stations north of Birmingham, and including Birmingham, and the Great Southern and Western system down to the Limerick Junction. From Limerick Junction to Cork we have also through rates for goods to the same district; but there are 15 per cent. higher charges than by the steamers from the same district, the railway route being much shorter and in every way a much better route to the North-western system than the sea route is to Liverpool, and thence by railway. But the steam-packet interest was so great that the Great Southern and Western company could only consent or rather could only succeed in making arrangements with us, by charging a differential rate of 15 per cent. in favour of the sea route from Cork, which commands a very large traffic. The differential rate against the railway route from the city of Cork is 20 per cent.; but the booking to the North-western system from a great

Replies received.

5055, 5056. The Great Southern and Western Company have through arrangements for goods traffic to and from all their chief stations to all similar stations on the London and North-western, the Lancashire and Yorkshire, the Great Northern, and Manchester, Sheffield, and Lincolnshire Railways, and they have lately agreed to make through rates with the Bridgewater Canal Company.

5057. *See* reply to 1651.

It is not from any fault of the Great Southern and Western Company that some places on the Waterford and Limerick line are not in connexion with stations on the London and North-western Line south of Birmingham. The Waterford and Limerick Company are the objecting parties. Such arrangements were in force at one time, but were put an end to by that company.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

portion of the best traffic district of the south-west of Ireland was limited to stations north of Birmingham, they would not make the through rates south of that place at all.

5058. Are the Great Southern and Western Railway Company of Ireland connected with any large shipping companies?—I believe that some of their directors are; and there are a number of lines in the district—cross lines— down to Waterford, and other ports, that appear to have some control over the Great Southern and Western board, either by competition, or by some other means, so that we could only get an arrangement made, such as I have stated, by making a joint purse, in which the steam packets were interested as well as the railway companies; and in fact, we were compelled, in order to get an arrangement made, to sacrifice a portion of our railway distance, which we had to make over to the steam packets. Our mileage, in fact, does not really commence until we reach Holywell on the Holyhead railway; the distance between Holyhead and Holywell being given to the sea route.

5059. (*Mr. Glyn.*) How many miles is that?—About 70 miles; it is the difference in the distance between Dublin and Liverpool, and Dublin and Holyhead.

5060. Practically, is there very little through booking from Cork *viâ* Dublin on to your system?—There is scarcely any, in consequence of the differential rate of 20 per cent., which throws the traffic on to the water; and it was intended, as I believe, to do so.

5071. Do those steam-packet companies do more than fairly compete with the railway companies?—In the instances that I have already given, there is a differential rate, that is owing to the Great Southern and Western Company being so mixed up with the steam-packet interest that they enforce this differential rate, which therefore entirely prevents the development of the traffic upon the railways.

5076. The division of the money which is received into a common purse is not per mile, but it is a division made by the companies in which the larger portion is claimed by the Irish company?—Yes, and that very much cramps the through arrangements; the tax upon the English company is too great.

5076. (*Mr. Horsfall.*) Does your answer apply equally to goods as to passengers, or are your rates not higher on cattle in England than in Ireland?—I think not; I think in most cases they are lower. In cases of through rates of that kind we always endeavour to meet them by making such rates as will develop the traffic of the Irish railways, while, on the other hand, they adhere to their local rates in all cases, which of course prevents the traffic being brought.

5078. (*Chairman.*) Is it your opinion that some of the Irish railways are managed with a view to the profit of the steam-packet companies rather than the profit of the railway companies?—Yes, I think so; there is also another difficulty which we have experienced, and that is, as to the question of the sea risk. Several of the Irish companies object to make through rates in consequence of the risk which they think is incurred by the railway companies in booking through. I believe, as the law stands now, a steam-packet company is only liable for a comparatively small sum in case a vessel should be lost; whereas, if a railway company books a passenger through, they might be held liable, as a railway company under Lord Campbell's Act; and therefore some of the Irish railway companies refuse to incur that risk, and to join in through rates. That I believe is a very serious obstacle to the development of the through traffic between England and Ireland.

5082. (*Chairman.*) What reason is given by the Irish railway companies for limiting the through booking to the district north of Birmingham?—I really cannot tell; we get no direct reason for it, except that they object.

5083. If it be advantageous to them to book through to places north of Birmingham, why should it not be equally advantageous to book through to places south of Birmingham?—In the instance that I have referred to, it was the steam-packet interest that prevented it. To some extent we have through rates with the Great Southern and Western Company to London for goods, but it is not to a large extent, because on other parts of the line through rates to London, or south of Birmingham were entirely refused. We had been trying for so long a time to get a through arrangement made, that we were at last quite glad to accept the thing upon any terms, being in hopes that as things went on, the Irish railway companies would at last extend it.

5086. You stated, I think, that you thought the fact of there being a steam-packet interest on the Irish Railway Boards prevented the development of traffic on the railways, but why should that interest be adverse to the development of that traffic?—If a board is composed of persons who are partly interested in steam packets, they will endeavour to get the rates fixed, so as to take the traffic down to the port in which they are interested, and not to come through by railway to Dublin.

5087. They prefer giving differential rates, which shall carry the traffic towards the port in which they are interested, instead of encouraging traffic generally over the line?—If you take those lines of railway from Limerick and Tipperary to the coast, the rates down to Waterford would be so arranged as to take the traffic down to that port, and to be shipped and taken from thence by steamers, instead of being taken to Dublin, and sent on from thence.

Replies received.

5058–5060. Not one of the directors of the Great Southern and Western Company is in any way connected with the steam packet interest between Ireland and England, nor have the steam packet companies the slightest control over the Great Southern and Western Railway.

5076. The division under the *common purse* arrangement is confined to *three stations* in Ireland, viz., Limerick, Limerick Junction, and Tipperary, and from all other stations on the Great Southern and Western line the division is by *mileage*.

5077. Not applicable to the Great Southern and Western Company, who have no through rates for cattle; and for goods traffic *see* reply to 5076.

5078. The first portion of this answer is quite incorrect. The latter part, referring to the state of the law in regard to sea risk when the company entered into arrangements for through booking for cross channel traffic, is correct; nevertheless it has not prevented the directors from making through rates.

5082, 5083. This is a mistake, as the Great Southern and Western Company has through rates to and from all their chief stations, except Limerick Junction, with similar stations south of Birmingham.

5086, 5087. Answered already.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
5268. Have you attempted to make arrangements with any other large Irish companies, such as the Great Southern and Western and the Great Midland of Ireland?—We have. I have frequently requested them to make through booking arrangements, but we have hitherto failed. They have given us the general reply, that their arrangements were already made by agreements with other companies, and when those agreements expired they would consider the question of making arrangements with the Midland.	5268 to 5270 and 5916. No such application ever made by the Midland Company to the Great Southern and Western Company.
5269. Have those arrangements of the Ulster Company been of long standing?—We have no agreement whatever; it is merely a temporary arrangement from day to day. I believe the Ulster Company has an agreement, which I have never seen, by which a considerable portion of the traffic is diverted by the Dublin route; we have never pressed it upon them, waiting till they themselves were in a position to arrange with us.	
5270. Do you think it is possible that if more complete arrangements could be carried out between the English companies and the Irish companies any large amount of, or any traffic at all could be developed which does not at present exist?—I have no doubt of it; I think the Irish railways ought to be thrown open to every English company who can book through, if it is a reasonable route. I may state that from Belfast to some of the very largest and most important manufacturing districts of England the Midland route is the nearest and best. We have met with great difficulty, and we have persevered with the communication between Morecombe and Belfast for many years at a very great loss; but we have now turned the corner, and the boats are paying better than they did.	
5916. (*Mr. Hamilton.*) Do the directors of the Great Southern and Western Company refuse to give you through booking arrangements?—I have not personally asked for through booking arrangements until a few weeks ago, and then they refused them; but I have understood from other parties in the south of Ireland that they have been always anxious to obtain through booking; however, I cannot speak of that from my own knowledge.	
6435. On the Great Southern and Western Railway, for instance?—I have no doubt of it.	6435 to 6448. Not more than 2 to 2½ tons of flax can be put in a truck, and the rate for it from Cork to Belfast is 30*s.* per ton, including terminals and cartage in Dublin.
6436. (*Mr. Hamilton.*) What freight did you pay from the south of Ireland to Belfast?—I think I paid at that time 30*s.* a ton from Cork, the through freight to Belfast.	
6437. What would be the direct distance by railway?—164 miles to Dublin and about 100 to Belfast.	
6438. (*Capt. Galton.*) Is there a large quantity of flax sent from that part of Ireland to Belfast?—Ten years ago there was rather a large supply, and there will be again, I expect. We are erecting a large spinning mill in Cork, and if we do not send the flax it will be sent as yarn or as linens.	
6439. Do you think that that would be a remunerative traffic for the railway company?—Yes.	
6440. Would it be sent in sufficiently large quantities to make it remunerative?—It will be, I think, in time; it has not been hitherto.	
6441. When you say that large quantities were sent some time ago, have you any idea of the actual quantities? Can you give in tons the quantity sent per annum?—No, I cannot; but I sent myself the produce of about 500 or 600 acres.	
6442. To what would that amount in tons?—I suppose over 100 tons. It was the scutched flax. I cannot say exactly. I was merely one. There were several other mills working at the same time.	
6443. Do you think that flax will continue to be grown to a large extent in the south of Ireland?—I hope so.	
6444. It is a remunerative trade?—Yes, a great number of persons grew it last year. Some were disappointed who did not understand it, but a great number were satisfied.	
6445. Does the rain affect it?—Yes, it does. It cannot get too much rain in the growing time from May to June; and in that way we have great advantages, for we have plenty of rain.	
6446. (*Lord Donoughmore.*) In what part of the county of Cork is the flax grown?—Generally in the west part of the county of Cork.	
6447. (*Mr. Hamilton.*) If you could send the flax to Belfast by railway at the same rate as round by sea, would it not be a great convenience to you?—Yes, decidedly.	
6448. It is only the excessive charge that prevents you?—Yes; when I was doing it, there was great inconvenience in corresponding with parties in Dublin and Belfast.	
6741. (*Capt. Galton.*) Might not one railway company borrow rolling stock from another?—I am sorry to say that they do not do so; there is not that feeling existing between them that there ought to be and they do not borrow from each other. The Great Southern and Western line is connected at Athlone with the Midland, and they could if they pleased supply to Ballinasloe a superabundance of trucks, and if they did that, and carried the cattle a shade cheaper, all the cattle bought and sold at Ballinasloe would be brought to and taken from Ballinasloe by railway.	6741. The Great Southern and Western Company *do* lend rolling stock to every company with whom they are connected, and they to us, on application; and there is no exchange of goods or cattle at Athlone. All go forward in the trucks in which originally loaded.
6802. (*Chairman.*) You are a wholesale merchant of Dublin?—I am.	
6803. Has your attention been directed to the system pursued upon the Irish railways, with respect to rates and charges?—It has for a considerable time.	

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

6804. Have you formed any opinion with regard to the possible improvement of that system?—The opinion I have formed for a considerable time has been, that the proper development of the commerce of the country can only be effected by cheap rates, both for passengers and goods traffic. Railways, as the great highways of the country, are necessarily the great monopolists of passenger and goods traffic; and as such should in every possible way give every facility for cheap, safe, and expeditious travelling, whereby the trade of the country would be extended, and the resources developed. In this country the very opposite is the policy pursued, and the interests of the poor are not considered; and the rich, although heavily taxed, and even willing to pay, are seriously inconvenienced when travelling from any distant part. The very germ of success to commerce is facility, and if facilities are not afforded, it then amounts to an obstacle which is exceedingly disheartening when the very opposite should be afforded. In illustration, one of the articles of commerce we largely deal in and manufacture is white paint. This article is most extensively used; but our trade is seriously curtailed by the high rate of carriage by the Great Southern and Western line charging 20*s.* per ton to Cork, whereas the same article can be brought by steamer from Liverpool and Bristol at the rate of 10*s.* per ton. It is perfectly plain that we must either forfeit 10*s.* per ton in our price or get the trader to pay us 10*s.* per ton more, which is not at all likely he will do.

I have prepared a short tabular statement showing the charges on articles in large daily consumption, and which in my opinion are excessive.

This tabular statement is merely intended to show that the charges for conveying many articles of commerce is excessive, and in most cases considerably in excess of freights from any English port, in some cases double, thereby precluding the possibility of trading, owing to the high rates.

6819. Are you prepared to make any statements upon the subject?—I am intimately acquainted with the corn and flour trade of Ireland. As the means of transport is essential to the carrying on of this branch of trade profitably, I have given the railway system of Ireland, its rates, charges, and facilities of transit, my especial consideration. I have found each and every company I came in contact with disposed to exact the extreme rate of remuneration for the services they perform, and it was only by having the means of transit by the Grand Canal kept open that they were prevented from advancing their rates of freight still further, and thus materially interfering with the trade and commerce of the interior. That was with reference to a Bill that was promoted by the two principal companies, the Midland Great Western and the Great Southern and Western, in the year 1860, for the purchase of the Grand Canal, with the view of buying it up as a competitive means of communication. They ultimately failed, and the canal reverted to its original owners, and is now worked by them with great advantage to the districts that it serves. The result of a combination between the Great Southern and Western and Midland Great Western entered into some years since, by which the rates and fares are fixed and healthy competition is precluded, is, in my opinion, prejudicial to the development of the natural traffic and trade of the country, and calculated to retard materially commercial enterprise. The further extension of the railway system into districts unaccommodated already is postponed inevitably; and it is a part of the agreement entered into that no encouragement, even so far as the haulage of traffic by either of these two companies, be given to branch lines in a certain territory understood to be the property or right of the other company. That agreement was confirmed by an award.

6820. (*Mr. Glyn.*) How did the award arise:—There were two arbitrators chosen and an umpire. There had been a great deal of competition going on between them for some years.

6821. Then the conditions of that agreement were settled by an arbitration?—Yes; they both work the traffic under that agreement, and are bound to observe the conditions of it. The rates being fixed is obviously detrimental to the interests of the districts. That award is signed by "Edward Watkin" and "Mark Huish."

6822. (*Chairman.*) Will you call attention to the material points of that award?—It recites the circumstances of the case under which the arbitrators were chosen, the differences which had arisen, and that they had been chosen to settle the matters at issue.

6823. (*Mr. Glyn.*) What were the matters at issue?—Competition of rates at points at which they touched. What set it going more particularly was this, the Grand Canal had been leased by the Midland Great Western, one of the lines, for a series of years, whereby the Great Southern and Western felt themselves aggrieved. A considerable degree of competition was carried on by means of the Grand Canal, which was the bone of contention between them, therefore it was a matter of serious consideration by the arbitrators. This is their award upon the subject:

"And we further award and adjudge that in anticipation of and until
"the authority of Parliament shall be obtained for such purchase, and
"with a view to the objects thereof, and in order that the benefits to
"the public and the said companies expected to be derived therefrom
"may at once be obtained, so far as an harmonious system of working
"and arrangement of the undertaking of the said canal and railways
"can effect the same, an interim agreement for the joint working and

Replies received.

6804. Some of the rates shown are incorrectly quoted. Limerick rates are all wrong, being much in excess.

6819 to 6828. The award referred to had for its object the termination of hostilities then raging between the two companies, and which had its origin in the Midland Company obtaining possession of the Grand Canal, a navigation running through a large portion of the line of the Great Southern and Western Company.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

" management of the said canal by the said two railway companies shall " be entered into between them and the said Grand Canal Company; " and that the said canal shall, as far as practicable, be conducted and " managed as part of the undertaking of the said two railway companies " by the joint committee herein-after mentioned, as and from the 2d " day of July 1860."

6824. Did you not say that the Grand Canal is quite independent now?—That was the result of the opposition on the part of the public. So far as regards the canal the Bill was before Parliament, and it was passed with such a rate of toll as the railway companies did not deem it their interest to accept, therefore they objected to the Bill. So far as the canal is concerned it comes out of the arrangement altogether, and the remainder of it only stands good. Perhaps it will be as well not to refer to that part of it any further. Then they go on: " And we further award " and adjudge that after an Act of Parliament shall have been obtained " containing the necessary powers to the said two railway companies " respectively, they shall enter into such agreement or agreements as " may be necessary to carry out and render legally binding the provi- " sions of this award, or any of them; and the form of such agreement " or agreements shall, in case of difference, be settled by arbitration, " under the provisions of the said Act; and that such agreement shall " be made to take effect in perpetuity, if so authorized by the said " recited Act; and in order to settle and define the district of country " within which the system of railways and canals belonging or attached " to or worked for the benefit of the said companies respectively shall be " considered as between themselves, and having regard to the permanent " advantage of the public, and the objects of the said submission and " this award to belong, we have laid down upon a map or plan of Ireland " attached to this our award, and signed by us and our umpire, the " said George Leeman, such a division line of the country traversed by " or to which the said railways respectively and the canal or water " communication contiguous thereto, either directly or remotely, afforded " accommodation, as, in our judgment, to represent the district served, " or which ought to be hereafter served, by means of each of the said " two railway companies, or parties in connexion with them, or pro- " moting branches to or from their respective lines, or to or from the " said canal. And we further award and adjudge that neither company " shall make, promote, assist, or encourage any lines of railway to any " point beyond the boundary line now awarded or intended to join a " portion of a line in contravention of such boundary; nor in the event " of any lines being made by other parties shall either of the railway " companies, directly or indirectly, enter into any alliance or arrange- " ment with such parties to or from any point which can fairly be " considered and declared by an arbitrator, if disputed, as within the " scope and intention of this award." It was to that particular point that I wish to direct attention, in order to show that they have parcelled out the country, as I may say, between them, and allowed of no interference on the part of any branch lines, or any traffic coming from them. Of course they had the country completely under their control, each in their own territory.

6825. (*Chairman.*) Without going through the whole of that award is not the result this, that in consequence of an agreement between the two parties they agreed not to compete with each other, but to divide the traffic in certain proportions?—Yes.

6825. (*Mr. Horsfall.*) Was the object of the two railway companies to do away with the opposition of the canal?—Yes, that was the principal object.

6827. In which they failed?—Yes, they had the object of dividing the rates at the two places at which they came into competition, namely Clara and Athlone. At those two places they put the receipts into one common purse and divided them.

6828. But still they have the competition of the canal against the two railways?—They have. The principal point that I wish to draw attention to is that according to that agreement no branch lines were to be promoted in a district which each considered as their own. The rates for freight are unequal, and in my opinion considerably higher than the trade can afford; and I am satisfied that a moderate reduction would speedily induce an increased traffic over the lines of the greater part of Ireland. I am of opinion that any arrangement which could be effected whereby the railways of Ireland could be worked as one general comprehensive system, and the rates and fares lowered to a point analogous to those of Belgium and the continent, would more speedily develop the resources of the country, and induce the investment of capital in trade and manufactures than any other measure that has yet been put forward, and that it would speedily result in increasing the receipts derived from the Irish system of railways, making 20,000,000*l.* of capital at present invested yield a fair and reasonable return instead of the miserable dividend at present paid upon the average of Irish railways. I am strongly of opinion that, in order to make railways fully remunerative, you must fix the rates they receive in proportion exactly to what the circumstances of the country are in which they are situate. This has never been done in Ireland yet on any extended scale, and yet the railway authorities complain that there is no traffic, and their receipts gradually dwindle down and the rates are kept up to fully, if not beyond, the English maximum. The existing traffic is thus literally passed by and not fostered, while trains run comparatively empty, and as a con-

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sequence shareholders receive no dividend. Railway companies must be satisfied to take for their remuneration the amount that is forthcoming, and not demand what cannot be complied with.

6830. (*Chairman.*) Are you able to state that your own trade in grain could be materially increased if the charges were lowered?—Decidedly.

6831. (*Mr. Glyn.*) It would move more up and down the country with a reduction of charge?—Yes; we should cover a greater district of country; for instance, the rates in our particular case have been advanced since the canal competition has actively ceased. I should have mentioned that one result of the canal reverting to its original proprietors has been that they have now made an arrangement by which they compete at certain rates without conflicting, and the rates of the railways have been raised nearly 25 per cent. in many particular instances since that occured.

6832. (*Chairman.*) The rates upon the canal have been raised?—Yes, both the canal and the railways have advanced their rates nearly 25 per cent. Three or four years after the canal had reverted to the canal proprietors, they worked in fair competition only.

6833. (*Mr. Horsfall.*) Then the directors of the railways and the canal have arrived at a right understanding?—Yes.

6834. (*Mr. Glyn.*) Do you think that the high rate upon grain prevents speculation in that article, that is to say, where a party buys grain at one port at a low price he cannot forward it to another port where the price is higher, on account of the high rate of carriage?—I do not think it has that effect; it does not stop speculation.

6835. It does not stop bargaining in fact?—No, but it prevents an equalization of price to the fullest extent which there might be. It is high in some districts and low in others.

6836. (*Mr. Horsfall.*) What per-centage of reduction of the rates upon grain would you consider necessary to confer any appreciable benefit upon the trade?—I think from one half to one third would be a very fair reduction.

6837. Do you think that that would pay the railways equally well through the increased traffic that there would be?—Not for some time, certainly not; for perhaps two years, or a sufficient time to allow of the development of the traffic that would be created by the lower rates. There must be sufficient time to put the new system upon its trial, not immediately, certainly.

6838. Do you think it would after a lapse of two or three years?—I should say so.

6839. (*Mr. Glyn.*) You say a reduction of one third; what would be the actual figures?—The present rate of grain is about 1½*d.* per ton per mile. That is the lowest rate on any quantity.

6840. You wish it to be fixed at that?—I think 1*d.* per ton per mile would be a very fair rate.

6841. (*Mr. Ayrton.*) Where is the increase of traffic to come from; from what source?—I do not know that in grain there would be so much increase created by the lower rates, but in other articles there certainly would, such as manures and many other goods, and in grain to a certain extent, but not to the same extent as other articles.

6842. The diminution of the charge would be at the rate of ½*d.* per ton per mile, you say; that would be, on the average of 50 miles, 2*s.* 1*d.* on the ton?—Yes.

6843. That would be about 6*d.* on the quarter?—5*d.*

6844. Do you think that the economy of 5*d.* on the quarter would lead to any increased growth of grain in Ireland?—I am certain that it would; to what extent I cannot say, but I am certain that it would lead to some. I know many mills which are at this moment idle by reason of the rates of freight rendering them not able to be worked profitably.

6845. You think that the difference of 5*d.* per quarter would set them into activity?—5*d.* a quarter would be a very great consideration to men of business.

6846. Do you think that an additional charge of 5*d.* per quarter is the cause of their inactivity?—In some instances decidedly so.

6847. Can you mention one?—There is a mill at Athlone, and another at Clara, to which that remark applies.

6848. Take the Athlone mill; in what way does the additional charge of 5*d.* per quarter prevent that mill from working?—A miller situate at Athlone must buy his grain either at Galway or Dublin. Home-grown wheat is almost out of cultivation, at least in the district about Athlone, and in all districts with the exception of Cork, Kilkenny, Carlow, and the south. As regards Athlone, home-grown wheat is hardly known. Therefore a miller must buy his wheat in either of those ports, and bring it down to Athlone, and grind it there, and supply the markets in the immediate vicinity. Therefore it must be patent that any saving whatever is of material assistance to him.

6849. If he must bring his grain, how does the 5*d.* per quarter prevent his bringing it, if there is grain in the country to compete with him?—But the country is supplied with mills which are on the seaboard; for instance, Galway and Dublin supply the market, and they have an advantage in supplying the markets because they are able to send more directly. They only send the exact quantity of flour that is required. Whereas the miller at Athlone might bring the whole of the wheat down, and perhaps be able to sell one portion to an advantage, and another portion not to an advantage; and therefore there is that against him.

6850. Do you not think that the injury to the Athlone miller results

Replies received.

6830–6855. The sole cause of the decline in the milling trade, in the interior of Ireland, was the repeal of the Corn Laws. Ireland formerly supplied the manufacturing districts of England with flour from Irish wheat. This trade has nearly ceased, and owing to the erection of steam mills in the seaport towns, which manufacture wheat, the mills in the interior of Ireland are now principally employed in supplying the local demand.

To talk of 5*d.* per quarter affecting the quantity consumed is simply an absurdity.

No station short of Cork has a higher rate for carriage of grain than between Cork and Dublin, 12*s.* 6*d.* per ton.

6837. This is purely a matter of opinion, from which we entirely dissent.

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from the fact that he comes in competition with the miller of Dublin, which is the place of import?—No doubt; but then he would be much better able to compete with a moderate rate of freight than with this rate of freight. The rates I have given have been increased materially.

6851. The only result would be that the trade would be transferred from one part of the country to another?—That would be one result, and I would say that a larger trade would be done to some extent.

6852. If the corn went the flour would not go?—No.

6853. Therefore the railway company would not have any more traffic?—The railway company would not have any more traffic than what would be created by the increased business that would be induced by the moderate rates of freight. There might be some points at which the rates of freight would prevent business, and another point at which rates of transit would induce business.

6854. There would be no increase of traffic to the present railway companies?—Not if only the same quantity were carried; but I think a larger quantity would be carried to some extent; to what extent I am not prepared to say.

6855. You think 5*d.* per quarter would seriously increase the consumption?—I think 5*d.* per quarter on oats would, for instance, allow an increased profit to the grower. I wish to allude to the rates charged by the railways generally; they are very unequal; they are not governed by any equal system at all. I have made out a table of the rates on grain, and I find that the governing point is the contiguity of the seaboard in nearly all cases. As between Dublin and Cork, which is a distance of 166 miles, they have a rate of 12*s.* 6*d.* per ton, because the steam competition interferes and reduces it; while to many stations short of Cork they charge a higher rate. The same principle holds good with the northern rates; for instance, the rates to Belfast, Londonderry, Galway, and Sligo; and it will be found that the intermediate rates are considerably higher than the through rates. The whole principle which regulates the making of those rates by those companies is, what they can get, not what is a fair and regular rate.

6856. (*Mr. Horsfall.*) What is the extent of the difference in the mileage rates between the two extremes?—The fare from Dublin to Belfast is 10*s.*, the distance being 113 miles; and the fare from Dublin to Banbridge is 15*s.*, the distance being 87 miles. That is only two-thirds of the distance, and yet the rate is one-half more.

6857. (*Mr. Glyn.*) On the same line?—On the same line, but for a portion of the way.

6858. Not the whole way?—No.

6859. Do you know the respective fares charged by each Company?—I do not. This is the table I refer to:—

Dublin to	s.	d.	Miles.	Dublin to	s.	d.	Miles.
Balbriggan	4	2	22	Clara	9	0	68
Ballybay	15	0	98	Athlone	11	0	78
Banbridge	15	0	87	Ballinasloe	11	6	92
Belfast	10	0	113	Athenry	12	0	113
Castleblaney	13	6	72	Galway	12	0	126
Cavan	10	6	85	Tuam	11	0	129
Clones	15	0	94	Longford	9	3	76
Cootehill	16	0	88	Carrick	12	6	98
Drogheda	5	6	32	Boyle	13	0	106
Dundalk	6	8	54	Sligo	10	6	134
Dungannon	12	6	102	Cavan	8	0	85
Enniskillen	16	8	116	Crossdoney	10	8	81
Kells	7	9	58	Roscommon	12	3	96
Lisburn	13	4	106	Castlerea	13	0	120
Lisnaskea	19	8	105	Claremorris	13	0	135
Londonderry	13	0	176				150
(Steam to Belfast, thence to Derry rail.)				Fermoy	12	6	162
Londonderry	25	0	per rail.	Templemore	9	6	79
Lurgan	13	4	93	Cork	12	6	166
Newry	9	2	70	Roscrea Junction	8	0	67
Dunlen	7	6	42	Clonmel	12	0	132
Portadown	10	0	88	Nenagh	10	0	96
Navan	6	0	48*	Carlow	8	0	56
Dublin & Mullingar	7	6	50	Enniscorthy	10	0	78

Unequal rate. Passenger fares through to London.

	First class. £	s.	d.	£	s.	d.
Dublin to London, Return	5	3	0		—	
London to Limerick „	5	6	0	5	4	6 Jnc.
„ „ Kilkenny	5	6	6		—	
„ „ Fermoy	5	6	6		—	
„ „ Galway	6	16	0		—	

* Competition.

6860. (*Chairman.*) Can you give any comparison of rates of the Great Southern and Western?—I have none of the Great Southern and Western; they are increased, I know, for some of the shorter distances in considerably higher proportions, but none in which the increase is so

6859, 6860. Scale of rates for grain herewith:—

		Miles.	Per ton.	Per ton per mile
			s. d.	
Dublin to	Fermoy	162	12 6	0·93
	Templemore	79	9 6	1·44
	Cork	166	12 6	0·90
	Roscrea and Parsonstown Junction	68	8 6	1·50
	Clonmel	135	12 0	1·07
	Nenagh	97	10 0	1·24
	Carlow	56	7 6	1·61

The Great Southern and Western Company as a rule charge lower rates per mile as the distance the goods are conveyed increases.

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very great as that. There is Lisburn, 13*s.* 4*d.*; that is on some lines 10*s.*, as between Belfast and Dublin; Lisburn is a shorter distance than Belfast by eight or 10 miles. Passenger fares have also been advanced 10 per cent. during the past 10 years on both the Midland and the Great Southern and Western railways.

6861. (*Mr. Glyn.*) On all classes of passengers?—Yes.

6862. In the same proportion?—Yes.

6863. (*Chairman.*) Have you any other suggestions to offer?—Many of the present existing smaller companies are burdened with capital by reason of the difficulties which they had to contend with in their construction; consequently, a large portion of their capital is lost, and the original shareholders receive no dividend whatever. The Streamstown and Clara line originally passed by Parliament as a central through north and south link; it is not now used by reason of the want of arrangement as to times and communication between the Great Southern and Western Railway and the Midland Railway; the traffic is consequently turned back and driven round through Dublin, and the outlay on the part of the Midland Company remains unproductive. The award by division of traffic between the two companies at Clara and Athlone has completely taken away the inducement to either company to develop or induce the traffic at either of these points, as it is manifest when the receipts are thrown into a common purse neither company has the inducement there would be if such were not the case. Steamboat navigation on the Shannon between Athlone and Killaloe had been previously carried on by the Midland Great Western Railway, but has since for the same reasons been abandoned, and the traffic diverted. The Great Southern Company bought the steamers for the purpose of keeping them idle.

6962. If they were willing to be taxed for the purpose, why not try the experiment there?—Ireland is a much poorer country, and therefore the effect would be more striking. England can afford to pay while I do not think the poor people of Ireland can pay. I am persuaded that the true source of profit in Irish railways is to be found among the third-class passengers; but the directors of Irish railways throw every difficulty they can in the way of conveying third-class passengers. On the Great Southern and Western line there are five trains which leave Dublin daily, carrying first and second class passengers, and the result is, that by those five trains they carried in half a year 148,000 passengers, and the income was 60,900*l.* in round numbers. They run but two trains daily by which they carry third-class passengers, and yet by those two trains, running at most inconvenient hours, they carried 243,000, and the income was nearly 35,000*l.* as against 60,900*l.* derived from the carriage of first and second class passengers in five trains.

6963. I will put this to you:—Suppose the experiment to be tried as you have suggested, and suppose that it answered, in so far as it was a benefit to the country, which it no doubt would be, and that it produced a considerable increase of traffic; but suppose that that increase of traffic was still not sufficient to make up, or nearly so, the deficiency produced by the reduction that had been made, do you not think that, in that case, there would be a very heavy pressure put upon the State still to continue those low rates, although the railways would be thereby worked at a permanent loss?—I think that such a pressure, if I can imagine such a contingency occurring, would be put upon the Legislature; but I cannot imagine the possibility of such a contingency in the long run. I should like to mention to the Commission a circumstance which occurred about three years ago, and which I think illustrates this matter. I was travelling with some members of my family from Glengariff in Bantry Bay. I was posting to Cork in the afternoon of a summer's day, and we stopped at Macroom, which is a miserable little town about 24 miles from Cork, to change horses. After leaving the town we met with one of the long cars which are common in the south of Ireland, and this was crowded with passengers. I was astonished to see such a crowd standing round the driver, and I asked our driver the cause of it, and he said that there was an opposition started, and that we should meet in a few minutes another car just as much crowded as the other, and so in fact we did. There were no fewer than 72 passengers coming out from Cork on that summer's evening to Macroom, which of itself was a miserable place, all of them having gone into Cork in the morning, and the driver informed me that before the opposition had been started there had not been a sufficient number of passengers to give profitable employment to one car.

6964. (*Capt. Galton.*) At what rate were they carried?—For 1*s.* for 24 Irish miles, or 30 English miles. Our driver said if any old woman wanted to buy a petticoat, or a man wanted to buy a pair of brogues, they would go into Cork to buy them, as they would have a wider range for selection.

6965. (*Mr. Dalglish.*) Did you make any inquiries as to whether the opposition proved profitable to the car owners?—I only spoke to our driver.

6966. Did you learn from him whether it was successful?—Yes. Every day it was the same.

6967. Was it profitable to the proprietors?—Yes; indeed they could not carry all the persons who applied to be carried. They were carrying the passengers at the rate of about one-third of a penny per mile.

6968. (*Capt. Galton.*) And that was remunerative to the car proprietors?—Yes.

Replies received.

6861, 6862. The increase referred to was not put upon third-class passengers.

6863. If the Streamstown branch line of the Midland Great Western Railway is not more used it is because the traffic is so extremely limited. The line does not earn 17*s.* per mile per week, and it is doubtful if any number of trains would improve it.

The steam packets on the Shannon were worked by the Great Southern and Western Company and the Midland Great Western Company jointly and separately, but always proved a loss to the owners. So also did a loss result to the City of Dublin Steam Packet Company when steamers were worked by them upon the Shannon, and all parties merely ceased working them because they would not pay.

6962. There are three third-class trains a day in and out of Dublin on the main line, and on the branch lines every train carries third-class passengers. Therefore the conclusions relative to the earnings of the different class of trains are fallacious.

6963 to 6969. The fares charged for conveyance of passengers between Cork and Macroom are for the mail car 2*s.* each, and by other cars 1*s.* 6*d.* each, and the distance is 24 miles (statute). These fares have not varied for some years.

The fares by Mr. Bianconi's cars generally are 1½*d.* per passenger per mile.

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6969. (*Mr. Glyn.*) Does the same system of running cars prevail in other parts of Ireland?—Yes; they are very general over the south and western parts of Ireland.

6994. Will you proceed to do so?—One thing that we complain very much of as merchants is the great inequality in the charges, and also that the through rates are most injurious to our trade in Dublin; in fact, the parties can get *viâ* Dublin or through Dublin goods delivered in the inland towns of Ireland as cheap or cheaper than they can get them delivered from Dublin to those towns. We consider that that is most injurious to us, and that it saps and undermines our trade, in fact, we frequently are obliged to send our goods to other ports in England and have them stored there and reshipped in order that they may be delivered to the western parts of Ireland cheaper than we can have them delivered from Dublin. Our direct import trade or foreign trade is undermined. We have to complain of the very high rates that are charged on the railways in connexion with our travellers, they are a great bar to more frequent visits being paid to various towns in Ireland; many towns they would visit three, four, and five times more than they do if the railway charges were more moderate than they are. We also have a very serious drawback in not being able to have our customers more frequently up from the country towns to visit us for the purpose of selecting their own goods, to judge for themselves, and to be able to come and return quickly. At the present time, in some cases they are not able to come and return on the same day. A case came under my own notice only the other day; a gentleman engaged in business in Dublin wanted to send a number of men down to Tralee in order to set up a brewery, but they found, when he got as far as Mallow, his men could not get on any farther, and they were obliged to lodge in the town and get on the next day; although there were first-class and second-class trains running from Dublin to Tralee on the same day, yet there were no means for the third-class men to go on, and it was a great loss to the men in consequence.

6995. (*Capt. Galton.*) Could not they have gone on second class rather than bear the expense of their lodgings?—The person to whom I have referred was not aware of it then, and it was too late. I do not think it would have been worth while; they might have got lodgings for 2*s.* or 3*s.* in the town, but the difference between the second-class fare and the third-class fare would have been more than that. This was attended with great delay and inconvenience. Then I may mention that a merchant can get his goods delivered in Carlow, *viâ* Dublin from Liverpool, within a very small sum as cheaply as we can get them carried from Dublin to Carlow. In fact it only allows for cartage and the sea fare the sum of 2*s.* per ton, so that in fact, the customers in Carlow, instead of coming to Dublin, are driven away from Dublin, and they go to Liverpool. The Liverpool market may be sometimes a little better for them, but this naturally turns the scale, and they are driven from us to Liverpool.

6996. (*Lord Stanley.*) That is the effect not so much of the railway charges as the nature of the market and the much greater trade that is carried on at Liverpool?—It is entirely the effect of the railway charges.

6997. (*Mr. Ayrton.*) Will you mention the charges upon which your statement is founded?—Indian corn is delivered from Liverpool *viâ* Dublin for 12*s.* into the town of Carlow, whereas the charge from Dublin to Carlow is 10*s.*

6998. (*Chairman.*) What is the freight from Liverpool to Dublin?—About 8*s.* besides cartage through the city.

6999. (*Mr. Ayrton.*) Can you give one or two other items?—Formerly goods were delivered in the town of Bagnalstown, also in the county of Carlow, and they were delivered from Dublin to Bagnalstown without classification for 7*s.*, but since that time, in consequence of an arbitrary classification, they range from 8*s.* 6*d.* to 18*s.* 6*d.*, and the company refused to supply classification lists, and there are no means of checking those bills, so that parties are completely at the mercy of the railway servants. Two days before I left Dublin I sent my clerk to two of the railway companies. I sent him first to the Great Southern and Western, to ask them for a tariff of prices, and I also sent him to the Midland Great Western Railway, which runs to Galway, for a tariff of prices, but they had none; neither of those companies had anything of the kind.

7000. (*Mr. Glyn.*) Have they no published tariff of prices?—No, we never can get proper tariffs of prices, and we are entirely at their mercy as to what they charge. If goods happen to be denominated by different names, they are often charged different prices; for instance, take the case of seed corn; if it is marked "corn" it is charged one price, but if it is marked "seed corn" it is charged a higher price. If it is marked "seeds" it is charged higher again, and it leads to what is not proper, viz., the parties sending seeds into the country mark them all "corn," and in consequence of that they go at a low rate. There is another matter of which we have greatly to complain, the inequality of rates for carrying small parcels. Some railways will not take any package under 56 lbs. weight without denominating it a parcel; some of them now have been taking 28 lbs.; and even within the last few weeks a new light seems to have broken in upon them, for they have reduced that, and the consequence is, that when we get an order for a small parcel of goods, and this applies to gentlemen in the seed trade, who are constantly written to by gentlemen in the country to send them

Replies received.

6994. The number of passengers between Dublin and Tralee do not average over two per train per day. The traffic is with *Cork*, and the trains are arranged accordingly. There are three trains a day each way between Tralee and Cork, and two through trains a day between Tralee and Dublin.

6995 and 6997. The rate.—Liverpool to Carlow is 12*s.*, and Dublin to Carlow is 7*s.* 6*d.* per ton, not 10*s.* as stated.

6999, 7000. The Company do not issue published rates to the public, as they are numerous and complicated, and are subject to constant changes; but all information relative to rates can be had on application to station masters and others.

Corn and seeds are charged differently. The former is conveyed in large quantities, the latter in very small, and the value of the former is much higher than the latter, and the risk much greater.

The minimum weight per goods' train has been 28 lbs. for years, and even this minimum does not apply except when parcels are brought to the company as separate packages, not when accompanying other goods.

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Extracts of Evidence sent to the Company.

certain portions of seed in a hurry, if the package should be under 56 lbs. it is charged a very high rate for the carriage; if it should be over 56 lbs., then it goes in as luggage, and the consequence is that we are obliged to do this.—if we get an order for a parcel that weighs 42 lbs., or 40 lbs., or 36 lbs., we make it into a package, and we put stones or bricks at the bottom of the package, so as to make it up to 56 lbs., and then it goes for 10*d.* or 1*s.*, or 1*s.* 6*d.*; but if we did not put those stones in it would cast 3*s.* 6*d.*, 4*s.*, or 5*s.*

7001. (*Lord Stanley.*) What is the explanation of that difference in charge?—We never could get any, and we never can, hardly, get any explanation in Ireland; they give us a regular stereotyped answer, that they will take it into their consideration; they say that they must fix the weight at some point. This week I have learned that the Great Southern and Western Company have fixed their weight for packages at 28 lbs., and the Midland Great Western have fixed theirs at 56 lbs. There are two railways running from Dublin, and they have a different system and different plan altogether; we are not obliged to use so many stones in the case of the Great Southern and Western as in the case of the other railway, and what we should like would be that there should be a proper tariff for the carriage of parcels, commencing, say, at 7 lbs. and going on to 14 lbs. and 28 lbs., to be charged according to the distance carried. I should be glad if the system adopted in the case of the penny postage was carried out, so that they would carry for a short distance as for a long distance, or that it might be divided into 50 or 100 miles; but we have never been able to accomplish this; we can get no redress, and they will sometimes hardly listen to us. It would be a great advantage if our customers and the working classes could be brought to Dublin and be taken back again at low rates. I will take, for example, the rate charged upon the London and North-western Railway, and this is what we want in Ireland. A man can go first class from Dublin to Wigan for 6*s.*, that is including the sea fare, 2*s.* 6*d.*, across *viâ* Holyhead; then he can be carried through Chester to Wigan for 6*s.* The consequence of this is, that a number of working people, labourers and harvest men, go in this way: but in Ireland there is no such thing, for our people are shut up in the towns in which they were born, and they cannot get out of them; there they are mixed up, and there are no means of giving them improvement or enlightenment, or the means of earning their livelihood in any way. I made a memorandum in Dublin as to the inequality of the charges made on the same railway; for the sum of 5*d.* they carry for a distance of 25 miles a certain article of commerce, and they charge 5*d.* for 36 miles, and they charge 5*d.* for 51 miles, on the same railway.

7002. (*Capt. Galton.*) Do you mean on the same part of the railway?—Yes.

7003. At what places are these charges made?—From Newbridge 25 miles; from Maryboro' 51 miles; from Monastereven 36 miles; for a certain article of commerce they charge the same rate. I am now referring to a large soda water manufacturer, and this is the charge for a hamper of soda water.

7004. Would not the effect of that be, that the soda water would be sold at the same price at the different places?—It is a great drawback to trade, and the object of this is to show the inequality of the charges upon the same railway for the same goods.

7005. Is not the effect with regard to the soda water this, that each retailer of the soda water who has it sent to him at the same price gets the same profit out of it at each place?—The price is fixed; there is no rule as to profit.

7006. The soda water is delivered at the same price at the three places?—Yes.

7007. If the railway company can afford to carry it at that price, the man who lives farthest off receives it for the same charge?—No; the three towns pay different rates of tariff for the same article.

7008. Different rates per mile?—For the same sum they will deliver a certain parcel, carried 51 miles for 5*d.*, also for 25 miles for 5*d.*, and also for 36 miles.

7009. Just as the post office will carry your letters?—Yes.

7018. (*Mr. Ayrton.*) Can you give any other instance, besides the single one you have already given, of Indian corn being conveyed to Carlow, the rates from Liverpool being to the same place in Ireland less than from Dublin to that place?—There is a house in Dublin which gets one description of goods carried from Dublin to Cork for 5*s.* 4*d.* per hogshead, and the charge for another description of goods is 10*s.* 11*d.* per hogshead; one article is ginger cordial and the other is ginger wine. There is really no difference in the value, but one has a greater name than the other.

7019. What is the selling price of the article?—Perhaps 5*s.* a gallon each, but one has a nicer name than the other, consequently it comes under a different tariff, although of precisely the same value and weight.

7033. (*Chairman.*) Do you send goods to Cork at a lower rate than they are charged to such places as Templemore and Mallow?—Yes, we do.

7142. It would be profitable to the railway companies, you think, to lower the rates?—I think they would have more to do if they did so.

7143. That being so, why cannot you make them understand that?—We have written frequently to the chairman of these boards. I have written frequently to the directors of the Great Southern and Western line as to a lower tariff instead of the higher charges from Dublin to

Replies received.

7001 to 7009. The rates for soda water from Dublin are,—

	s.	*d.*	
To Newbridge	4	6	per ton.
To Monastereven	5	9	„
To Maryboro'	7	6	„

7018, 7019. This is wrong. The rate for ginger wine, Dublin to Cork, is 15*s.* per ton. Ditto for cordial.

7033. This is not the case; witness is in error.

No. 5.—Great Southern and Western Railway—*continued.*

Extracts of Evidence sent to the Company.

Cork, to enable us to compete with the Liverpool men, but they will not consent to it. The chairman stated that he should have to alter the whole tariff if he lowered the rate in one case, and the Liverpool people would cry out against him.

7144. You cannot persuade the railway directors that it would be a profitable thing for them to do?—I cannot; they will not yield; we could supply the Cork market with soap if they lowered the carriage of soap one-half. There again it is a matter of profit on the article, which is so very small.

7145. In Cork what is the competition against the railway that prevents your sending your soap by the railway; is it the sea carriage from Dublin to Cork?—Yes; and from Liverpool to Cork.

7146. They can get it cheaper at Cork by having it brought round by sea from Liverpool?—The Liverpool parties can supply Cork with soap cheaper than the Dublin people can.

7147. That is to say, the freights from Liverpool to Cork are cheaper than from Dublin to Cork?—Yes. I have a table here which Alderman Mackie sent to me, showing the through rates from different towns in England to different towns in Ireland, showing the various relations of one to the other, and how they affect his trade. He is a seed merchant, and he intended to have accompanied me over to have given his evidence; but just as I was starting his young man came and handed this to me on board the steamer, but without any explanation. It is a very interesting table, and I dare say the Commissioners would like to look over it (*handing in the same. Vide* Appendix AN.).

7148. (*Capt. Galton.*) Do you consider that these various grievances which you have been detailing are sufficiently important to call for the intervention of the Government?—I think they are.

7280. Are there any other matters to which you wish to call the attention of the Commission?—Mr. Robert O'Brien intended to have been here to give his evidence as to the cattle traffic, but I have received a letter from him in which he states—"My Dear Lord Mayor,—I regret "that other engagements prevent me from attending to give evidence. "The railways have advanced the charges for conveying cattle and sheep "fully 20 per cent. the last ten years, and in addition charge the drover "on his return; this has caused great dissatisfaction, and the results "are as follows:—Many drive their stock to market in place of railing; "others have turned to other markets, for instance, parties from Tippe-"rary and that district who prefer Dublin have, in consequence of the "increased charges, turned to other markets, Waterford and Bristol, "&c. I would write more fully, but am in haste to catch the post." He is one of the most experienced sales masters in Ireland.

Replies received.

7144. The rate for soap, Dublin to Cork, is 15*s.* per ton. Ditto, Liverpool to Cork, 15*s.* per ton.

7280. The increase on Great Southern and Western line was 10 per cent., not 20 per cent.

The lowest rate ever charged for cattle was an average of $5\frac{5}{10}d.$ per truck per mile, owners taking risk; the highest rate ever charged was $5\frac{7}{10}d.$ per truck per mile, the company taking the risk.

No. 6.—Irish North-western Railway.

6331. To whom should you look to prevent the multiplication of lines which from want of traffic cannot pay?—The object would be to prevent the formation of injudicious lines or any lines of railway that would not pay. My belief is that the network of railways would be very extensive, and I firmly believe that a well-regulated system would pay immensely, and cause an enormous amount of traffic to be developed. The next benefit would be this, that there would be a great deal of saving to the shareholders, for the results of the present system of railway management by separate boards has been most disastrous. The Commission may be aware that the Irish North-western Railway is in a state almost of bankruptcy or utter insolvency, even with respect to its preference shares, and some other lines are altogether stopped. This state of things arises partly from the want of a properly responsible body to regulate the accounts, for the object of the railway directors has always been to raise a dividend at almost any sacrifice, little considering what might be the result of the steps taken for the immediate purpose of raising a dividend. The auditors as at present established are of no use in controlling the expenditure or in certifying the correct state of the accounts. All that is submitted to them under the Acts of Parliament, or at least under the Acts of Parliament relating to the railways with which I am connected, is limited to their looking through the papers which are submitted to them by the railway directors themselves.

6332. (*Capt. Galton.*) Are you speaking of the auditors appointed on behalf of the Baronies?—I mean the auditors who are appointed by the shareholders; they are no security whatever to the shareholders.

6333. But the shareholders have it in their power to require an efficient audit to be made?—Yes; but the shareholders are very well pleased if at the half-yearly meetings a good dividend is announced, and they are not at all curious to ascertain whether the auditors have exercised a sufficient control. The auditors cannot do that because they have not the power to call for all the papers that they may want, and it is no part of their duty to determine what is for capital and what is for revenue. The result is that a great deal of money is appropriated to capital which ought to be appropriated to revenue.

6334. (*Lord Stanley.*) You put it in this way, that many of the Irish railway boards are incompetent or are unwilling to conduct the affairs of their company in a business-like manner?—I think, from the circumstance of their constitution, they are almost compelled to study how to create a dividend, in order to raise the price of the shares in the market.

6331. A copy of the last balance sheet of the company is sent herewith, which the directors are willing to submit to any test or verification that the Royal Commission may be pleased to apply to it.

It is submitted that there is no ground for the statement that the company is "insolvent."

No. 6.—Irish North-western Railway—*continued.*

Extracts of Evidence sent to the Company.

6335. (*Lord Donoughmore.*) To keep the shareholders in good humour?—Yes.

6336. (*Mr. Ayrton.*) May we infer from this that they conduct the business in the most profitable manner?—I do not wish to impugn the conduct of the directors. I believe that they have been appointed to perform a certain duty, and they have to consult what they think are the interests of their constituents.

6337. Do you think that they are deficient in intelligence in arriving at the proper mode of doing it?—I think that they are not under due control, and not under the control they ought to be to make these establishments permanently beneficial; there is a continual increase of charges upon capital which there ought not to be.

6338. (*Lord Donoughmore.*) Is there not also this to be taken into consideration, that a board of directors which is not very prosperous in the way of earning revenue is very much tempted to starve a line, and to postpone necessary repairs and expenditure of that sort, which ought to be current expenditure, to be carried on every year in order to increase the permanent revenue?—I believe that to be so. The company that I am connected with has suffered severely, whether rightly or wrongly, from the imputation that such was the case. A severe accident occurred in which some lives were lost, and the company was put to a very heavy amount of expense, That was owing to the line having been, in some degree, starved; undoubtedly the line did require more repairs than it had received, and that is, at this moment, the cause why I believe the line will pay a very bad dividend if it pays any.

6358. (*Mr. Ayrton.*) Speaking of purchasing the Irish railways, have you considered the basis or the principle upon which the purchase should be made?—That, I think, is laid down in the Act of 1844, according to which there are averages to be taken over three years upon the value of the shares, and to 25 years' purchase upon that is to be tendered, but that an option shall be given to the shareholders, if dissatisfied, to go to arbitration; and I think that that is equitable, although there might be some cases in which the arbitration might be on the side of the shareholders where the railway was under a temporary depression, and there might be circumstances to justify something more being done. But to have some guarantee for this large property in Ireland, upon which about 20,000,000*l.* have been invested in share capital, is of the utmost importance, and the want of some proper arrangement for the security of that property has been most severely felt. In one railway company, with which I am connected, the Irish North-western, as to the entire of the preference shares, which were supposed to be such an undoubted security that even large charitable trusts might avail themselves of them, they have become perfectly insolvent; the interest was to have been 5 per cent., and the whole thing was thought to be as sure as the funds of England, when all of a sudden, for the want of a proper audit and proper control, it appears that there was nothing with which to pay a dividend.

6530. Is the fare that you pay for a return ticket from Omagh to London, three guineas, the ordinary fare, or only the fare paid for a summer excursion?—It is the ordinary fare. I believe you can get it at any time of the year. I was lately in Londonderry, and I was talking of coming to London, and my friend said, "You had better get your ticket here, go to Strabane, come back again, and pay us another visit, instead of going to Dublin, and you will save a few pounds."

6531. (*Capt. Galton.*) But that would have been by a longer sea passage than the other way?—Yes.

6532. In consequence of the longer sea passage, passengers might be induced to go that way by charging them smaller fares?—I suppose that is an element in the matter.

6533. Is not this an analogous case: a passenger may go from London to Paris by two routes; if he goes by Newhaven and Dieppe he will pay 30*s.*; but if he wishes to go by the shorter sea passage he will have to pay twice as much?—There is something in that, no doubt; but I think the case I have put is a stronger one, although I admit the principle is somewhat the same.

6534. (*Chairman.*) To go back to the question of goods, a merchant at Liverpool who received an order to send goods to Omagh would bring them to Omagh on cheaper terms than a merchant in Dublin?—Yes.

6535. Which no doubt the Dublin merchants consider very unfair?—Yes, they think so. The facilities afforded to travellers from the north-west parts of Ireland to Dublin are very bad. I reached Omagh some

Replies received.

6530. The fares very between Omagh and London according to route; the most expensive route is that viâ Kingston and Holyhead, but it is the most desirable, having the shortest sea passage, and the most efficient service both by sea and land.

The through fares decrease in amount as the route becomes more northern and circuitous.

6531. The route possessing the shortest sea passage will always command a preference and in most cases a higher fare, provided other things are nearly equal.

6532. Passengers may from motives of economy be induced to travel by circuitous routes by charging them smaller fares.

6533. The answer to last query will apply to this also.

6534. There are no rates quoted nor description of goods referred to quoted; and as the rates for goods vary somewhat according to the description of them, it is necessary to know this in order to give a correct explanation; but it may be stated that Omagh is distant from Dublin by rail 144 miles, whereas it is distant from its nearest port, namely, Londonderry, only 34 miles, and there are steamers plying between Londonderry and Liverpool direct at exceedingly low rates of charge. The rates for goods between Dublin and Omagh by railway are very moderate.

6535. There is very ample and sufficient train service between Omagh and Dublin. There are two routes, namely, *viâ* Enniskillen

No. 6.—Irish North-western Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
time ago about one o'clock in the day, and unless I should sleep a night on my way to Dublin I could not get to Dublin until five o'clock in the afternoon on the following day.	and *viâ* Portadown, and each of these routes has two day trains through.
6536. Will you be good enough to explain that?—There is no train from Omagh after about half-past 11 or 12 o'clock in the day. I reached Omagh about one o'clock, after that train had departed that would have taken me to Dublin, but it would not reach Dublin before half-past five o'clock on the following day.	6536. Considering there is no through passenger train during the night, 3.30 p.m. is by no means an early train to commence so long a journey as from Omagh to Dublin. Passengers leaving Omagh at 3 o'clock would reach Dublin at about 10 o'clock at night, which the public consider quite late enough. A prior through day train leaves Omagh at about 11.30 a.m., and reaches Dublin at about 5.45 p.m. This train is well adapted for the generality of passengers, and for passengers going to England *viâ* Kingstown and Holyhead.
6537. Is there not a night mail train?—No, nothing goes through. You must sleep on the road.	6537. Not to carry passengers.
6538. Is that by the Portadown route or by the Enniskillen route?—By either route.	6538. There is no night mail train by the Enniskillen route. This is considered by the people of a large district of country in the north-west of Ireland to be a serious defect in the mail service.
6539. Although there is competition?—Yes. You cannot go from Omagh to Dublin, and spend a day in Dublin, without being three days absent from Omagh. One of the directors on the Irish North-western line told me that if there was a facility for going from Omagh to Dublin, which is only a distance of 86 Irish miles north of Dublin, there would be six times the traffic in passengers, he thought, upon that line, for people would continually go up to Dublin; but the having to spend two nights in Dublin is so expensive that they are obliged to consider how they shall avoid that expense, and they will wait for a fortnight, or even three weeks, in order to do their business on one trip, instead of going up weekly or fortnightly.	6539. A person going from Omagh to Dublin on business and back, and wishing to have one clear day in Dublin, from midnight to midnight, must necessarily be occupied for three days more or less, but a person can go from Omagh to Dublin on one day, have the whole of the next day up to 2 p.m. in Dublin, and return from Dublin by the train at 2 p.m. which runs through direct to Omagh and Derry.
6540. Did that director tell you the reason why the railway company did not grant proper facilities to the public?—Although a director, he told me that he could not understand it. He stated that he had advocated it, but that he was outvoted in the direction; and more than that he stated that he was a director on the line *viâ* Enniskillen to Omagh from Dundalk, and he said that if a train run into Dungannon in the after part of the day it might go on to Omagh and come back again the next morning; and he also said that as long as that train came on he would continually go by it, although he had a free passage on the other line. He has been anxious about that, seeing that the advantage from it would be so great.	6540. See answer to Query 6535.
6541. I am afraid that the Irish North-western line is the great difficulty just now?—It is the general impression that the directors are attending more to financial questions than to the development of the traffic. I may mention what I think is rather a curious illustration showing how they do not develope the traffic. I have been asked whether I could not get on at night to London. I was in company with a noble lord who wished to get on, and I said to him, "I suppose your lordship will not do what I shall do; I shall take a post car to Mullingar, and I shall get on to the steam engine, and so get on to Portadown." They would not take me in a carriage, and I cannot find out what the reason is. I got on to the steam engine. It was important to me to get to Dublin that night, and there was no other mode; I therefore got on to the engine, which took me to Portadown. I then got into the mail train from Belfast, and so on to Dublin. It appears strange that they should employ an engine to carry the mails and not to carry the passengers. This has been going on for some time; it is not an accidental thing.	6541. The statement about the post car to Monaghan, to catch the night mail train from Monaghan, has no reference to the Irish North-western line, except so far as to show the want of a night mail service over that system.
6542. Is that engine despatched at such an hour that if there were a train it is not likely passengers would go by it?—When there was a mail coach on that line it was used very much; but when the railway was opened it had the effect of doing away with the mail coach. They try to induce all the passengers to travel by the day mail, in order that they may have a greater number going in the day time, instead of dividing them between the day and the night.	6542. At the time the mail coaches were running no doubt there was, comparatively speaking, a good deal more travelling during the night, for it was a matter of necessity from its tedious nature. The introduction of railways has, however, wrought a great change in the habits of the public in respect to travelling.
6543. Then since the opening of the railway the amount of accommodation given to the public has been diminished?—It is very much less, because before they had coaches both in the day time and at night, and now they have only one mode of conveyance in the day, which would not reach Dublin at a sufficiently early hour to enable them to transact the ordinary business that arises. The train from that country to Dublin does not reach the city until about half-past five.	
6555. How would you propose to remedy that inconvenience?—At that particular point the company have to pay the wages of two keepers. It was a most awkward crossing, and two or three years ago this same gentleman, Mr. Senior, assisted in making the crossing better at an expense of 300*l.* or 400*l.* If a tunnel could have been put under the line there, which the present engineer of the line stated would only have cost 1,500*l.*, the 1,500*l.* capitalized at 5 per cent. would not come to so much as the cost of the two keepers; it would only be about 75*l.* a year, which I believe would hardly pay the two gatekeepers. Again, at Blanchard's Town, they might have an over crossing at about the same cost.	
6556. You are of opinion that either the Board of Trade or some Government authority should have a general power to oblige railway	6556 and 6558. Up to the 1st June last there was a very efficient through train service

No. 6.—Irish North-western Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

companies to make alterations in their works if they were considered necessary for the safety of the public?—I am. I believe that at the present time their financial difficulties stand very much in the way of what they themselves see ought to be done. There is hardly a railway now that has not fallen into a state of financial difficulty, the Midland line particularly. I was on the line myself about a fortnight ago, going from Mullingar towards Cavan, and there was a gentleman in the train, a friend of mine, going to the North-western, and he said, "It is too bad; "this train will be just too late for the Cavan train, so that I may be "detained, and not get to my destination to-night." I said, "How "can you remedy this?" He said, "If I can get the engine driver to "put on the steam, I shall be in time for the Cavan train," that is, the train going to the North-western.

6558. Do you know that the little line from Cavan to Clones belongs to the Irish North-western Company?—I think it is the Ulster Company, I think that the Ulster line meets the Irish North-western line at Clones. In this morning's paper I observed a letter which alludes to the very thing which occurred to myself about three weeks ago, and which is quite illustrative of the arrangements in the part of the country to which it refers, and which I will, with the permission of the Commission, read:—

"Through traffic between the West and North of Ireland. Sir, I arrived at Cavan on Monday last from Westmeath *viâ* Midland Great Western Railway at 4.50 p.m., fully expecting to be taken, as heretofore, by the Irish North-western line to Dundalk. This company had, however, without any public notice that I could discover, (except some placards hastily posted at northern stations,) a few days previously altered their train to start from Cavan 15 minutes before the arrival of the Midland Great Western train, and (as one of the latter company's officials stated to me) without giving them more than a day's notice or so of the intended change. I was obliged to remain in Cavan until 11.15 a.m. next day. Was brought to Clones junction 20 minutes behind time, and five minutes late for the train to Dundalk, which they profess to meet, and was obliged to remain there two hours. Such treatment of the public is disgraceful.

"I remain your obedient servant,

"Thomas W. West.

"Rath, 16th June 1865."

6736. (*Capt. Galton.*) But the solicitor who acts for two railways I presume gets double profits?—He does, no doubt; and therefore it strikes me that one or two solicitors, paid liberally, who should give their whole time to the work, under a commission similar to one that I would suggest, and which I hope eventually to see, would do all the work of the 56, and do it better, as they would have their whole minds devoted to it. As I have before said, there are 56 secretaries, and upwards of a 100 engineers. Some of them have but one, but some have three. There is the engineer in chief and the managing engineer, and of course, if the Government worked them under a commission, they would require a staff of engineers, but only as many as were essential to keeping up the lines. I cannot give you the amounts, but they could easily be ascertained, and I think the commission would find that an enormously large sum of money is disposed of; of course it is taken out of the receipts of the railways before the proprietors come to be paid any dividend. It follows, as a matter of course, that these people must all be paid, and I believe you will find that a very large amount of the receipts go in that way, and that is one reason for saying that I am satisfied if the 56 railways were under the management of one board a vast saving of expense would be the result, and harmonious action would ensue. The railway companies do not pull very agreeably together; for instance, between Galway in the west and Belfast there are three distinct lines of railways, and last season I grew a large quantity of flax, and I got my tenants to grow a good deal, and I found it almost impossible to get it forwarded to Belfast. I could find no market for it in Galway, and I applied to the Midland Company to know what rate they would charge me per ton to Belfast, and although the lines are united, as far as having junctions with each other, from some misunderstanding the Midland Company could only book the flax as far as Cavan, where their line stopped, and to Cavan I had to send my steward to get it booked from Clones on to Belfast. There are two or three lines between Cavan and Belfast, and I am told it often happens that the train leaves Cavan for Clones on the Belfast line a few minutes before the arrival of the Midland train, and the passengers have to stop at Cavan for the night, and this arises from the want of unity of action between the companies.

6737. (*Lord Stanley.*) Does that arise from any proceedings on the part of persons locally interested in the town?—It is a misunderstanding between two companies; they do not afford accommodation to each other. The lines are, however, united, and they might, if they pleased, very easily work conveniently. The result of this state of things is that the Galway people actually go to Dublin, and then go to Belfast from Dublin, a distance of upwards of 50 miles, although they have a direct communication. There is a want of thorough through traffic arrangements between the companies. Between Belfast and Dublin there is a very large traffic indeed, and yet there are three companies separate and distinct upon that part of the line. All this would be avoided if the whole of the lines were worked under one management.

6829. I may also mention that there is hardly any point to which a

each way daily between the Midland Great Western system and the whole of the south of Ireland on the one hand, and the whole of the north of Ireland on the other hand, *viâ* Cavan and Clones; but on the 1st June last alterations were made in the train service between Dublin and Belfast which were of such a nature as to compel the Irish North-western Railway Company to remodel almost the whole of their time tables, and as the times of their main line trains were altered, the branch line trains were of necessity altered to correspond.

This entailed an alteration of the trains between Cavan and Clones, without which the trains on the Cavan line would have been to a serious extent disconnected from those on the main line. This change has altered the trains from Cavan so that they are not in immediate correspondence with the Midland trains arriving there.

The natural remedy for this is an alteration (which would not be a considerable one) of the Midland Great Western Company's down train to Cavan. The Midland Great Western Company have been repeatedly requested to make this necessary change, but although they admit the necessity of it they have not as yet carried it out. A reference to the time tables of May and September last (enclosed herewith), which are the time tables prior and subsequent to the 1st of June, when the alteration was made, will shew this matter clearly. All railway companies are occasionally necessitated to make changes in their time tables. The Irish North-western had to do this in consequence of alterations on the coast lines; and it is for the Midland Great Western Company to explain why they have not altered their train to Cavan.

In the direction from north to south there is a very good continous train service *viâ* Clones and Cavan, as will be seen by the time time table.

The Irish North-western Railway Company has always endeavoured to give to the public the fullest possible amount of travelling accommodation. They give third-class accommodation by all their trains, and they issue by all their trains third-class return tickets at about a fare and a half, allowing one, two, and three days for return according to distance. Besides this, they give third-class market return tickets on some portions of the line at single fares, and they give during the summer months a great amount of facilities for excursions.

They are, however, greatly impeded by the want of co-operation on the part of the companies with whose lines they are compelled to work in connection.

The directors take the opportunity of stating that in their opinion it would greatly benefit the public, increase the traffic, and lessen expense, if all the lines north of Dublin were amalgamated.

No. 6.—Irish North-western Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

third-class passenger can go and return in the day; at some points he cannot make even the direct distance in one day. Facilities are not granted; branch lines worked by small companies prove a serious obstruction to traffic by want of unity of management and antagonistic interests conflicting. They are consequently frequently used as block lines, and to impede the traffic, as, for instance, the Clowes and Cavan line, which was passed by Parliament with the view of carrying the through central traffic between Belfast and the south, and in consequence now it is very rarely used for that purpose, because the trains are so timed that the passengers cannot use them at all. When they get to Cavan they find that the train from Cavan has just left.

No. 7.—Ulster Railway.

Observations by Ulster Railway Company on Replies of Secretary of Newry and Armagh Railway Company to Questions 4964 to 4984 inclusive.

4964. (*Chairman.*) You are, I believe, the secretary of the Newry and Armagh Railway Company?—Yes.

4965. Have you any statement to make with reference to the traffic on your railway?—Our traffic is very seriously interfered with by the competitive measures of the companies with which we are connected. The Ulster Company, which joins us on the north, has possession of a line from Belfast to Monaghan and Clones; and then the Dublin and Belfast Junction Company, which is one of the lines between Dublin and Belfast, joins us at the southern end; and between those two companies a system has been pursued for the purpose of diverting the traffic from our line. The existing lines between Newry and Armagh may be described as a triangle, of which our line forms the hypotenuse, there being communication *viâ* Portadown by the other two sides. Of course we have the opportunity of carrying the traffic at much lower rates than the other companies, and if we were not interfered with we should, I may say, command the entire of it. We have applied to them for through rates over our system to the various stations with which we do business, but that has been refused, with the exception of to and from the town of Newry. They agreed upon through rates with us in reference to Newry, but upon the new section of our line, which is between Goragh Wood and Armagh, which was opened in August last, they have refused us.

4966. (*Mr. Glyn.*) They will take any traffic from you which you give them, which goes from Newry to Armagh, but they will not give you any traffic at Armagh to take to Newry?—No, except that which they cannot avoid. They will send it round by the old route, that is by Portadown. Our business communications and the trade of the port of Newry lie very much in the Monaghan and Clones districts, to which we have no independent access. The Ulster Company wish to draw the trade to Belfast, and they do that by giving low rates to merchants in that locality, and refusing the Newry and Armagh Company.

4967. What is the class of traffic that comes from Monaghan and Clones?—That is chiefly inwards traffic from Newry. There is not much export trade from that district to Newry. The trade consists chiefly of importations from Newry.

4968. Of what sort?—Coals, grain, timber, and iron.

4969. Is there much coal traffic?—It varies.

4970. Will not they give you through rates for that coal traffic to Monaghan and Clones?—They refuse through rates, and, of course, the coal traffic is included?—There is a great deal of traffic in grain and bread stuffs in that district, and there are some extensive mills. There is also a traffic in slates, timber, and agricultural produce.

4971. Do they want to force you to amalgamate with them?—They do not want us to amalgamate, but they want us to agree to a proposition which they made, that the two routes, namely, the direct route between Newry and Armagh, which belongs to our company, and the route through Portadown, which belongs to the two companies I have spoken of, should be placed on terms of equality as regards fares and rates.

4972. That the charge should be equal for the long distance and the short distance?—Yes.

4973. And that you should divide the traffic?—Yes, practically.

4974. (*Mr. Glyn.*) How many miles do they carry their railway in competition with you?—29 miles, and the direct route is 21 miles, so that there is nearly a difference of one third in our favour. So far as passenger traffic is concerned, we should get it, but with regard to goods traffic, the distance does not tell materially in our favour.

4975. You do get passenger traffic?—So far as Armagh is concerned, but not as far as Monaghan and that district is concerned.

4984. So that practically they shut you out from all that traffic?—Yes; some of the merchants in the grain trade carry on a very extensive business, and would send a large quantity of traffic over our line if there was a through rate, and there are also minerals in large quantities to be carried.

4988. (*Chairman.*) I suppose when you made a railway of your own, you expected to be able to make arrangements with the other com-

The Ulster railway line, extending from Belfast to Clones, 64½ miles, was opened to Armagh in the year 1848. In the year 1852 the Dublin and Belfast Junction Company's line, extending from Drogheda by Newry to Portadown, 55½ miles, was opened to the latter town. In the year 1854 the line of the Newry and Armagh Railway from Newry to join the Dublin and Belfast Junction Railway at Gorah Wood, 3½ miles, was opened for traffic, and the line between Gorah Wood and Armagh was opened about 12 months ago, prior to which all the railway traffic from Armagh, and westward to and from Newry, was carried by the Ulster Company's line to Portadown, and thence by the Dublin and Belfast Junction line.

It is not true that the Ulster Company have refused through booking on the new section of the Newry and Armagh Company's line between Gorah Wood and Armagh, as stated in reply to questions 4965, 4966, and 4970, the fact being that the Ulster Company offered to through book between all stations on their line westward of Armagh to Newry, over the entire of the Newry and Armagh Railway Company's line, and to make the rates equal by both routes, so that the public could select whichever they pleased; but the Newry and Armagh Company insisted that a higher rate should be charged by the old route in order to force the traffic over the new one, to the great disadvantage of the companies who constructed their lines in the confident reliance of having the traffic which the Newry and Armagh now desire to obtain, not by that legitimate competition (tending to the public advantage) which was fairly offered to them. In answer to 4974, the witness practically admits that by conveying the goods traffic over the longer route the public suffer no inconvenience, but asserts that his company should get the passenger traffic; if so, why do they not avail themselves of the offer to book through to their line, and let the public have the benefit of the advantages they claim to possess.

In reply to the answer given to question 4988, under the Newry and Armagh Com-

No. 7.—Ulster Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

panies?—Certainly. Another point which has been a great disadvantage to us is, that we have been obliged to use the Ulster Company's station at Armagh, when we expected to have an independent station, and the result is that, the lines being unquestionably competitive, they have learnt all our rates and special arrangements, and it has been impossible for us to compete or hold our ground.

pany's Act of 1859, that Company were authorized to use the Ulster Company's station at Armagh, and the terms and conditions of and payments to be made for such use have been settled by award of the Board of Trade, probably since Mr. Fearnly's evidence was given, or he would have stated the fact.

In conclusion, it is submitted that instead of unfair pressure on a company coming into a district already supplied with railway accommodation, and admittedly basing its expectations of profit on what they expected to divert from the old route, that the old companies met them in a liberal spirit.

No. 8.—Waterford and Limerick Railway.

2053. Will you state what the fares were then?—The fares were raised to Rathkeale, which is an important market town, from 2*s.* 6*d.* first-class, 1*s.* 10*d.* second-class, and 1*s.* 1*d.* third-class, to 2*s.* 10*d.* first-class, 2*s.* 2*d.* second-class, and 1*s.* 5*d.* third-class. The total numbers carried to Rathkeale in 1862 were 87,256; in the year afterwards, when the increased fares came into operation, they fell to 71,383; and in 1864, to 63,046. A little steamer connected with the line and carrying passengers from Foynes to Kilrush, which was called the Kelpie, during the four and a half months of the summer of 1858 was plying at opposition fares of 1*s.*, from Limerick to Kilrush, and she carried 14,047 passengers, producing 1,358*l.*, which would give for the half-year 18,729 passengers, or 1,810*l.*

The alteration of fares was tried as an experiment; but since 1st March 1865 the following raised fares are in force between Rathkeale and Limerick, a distance of 17¼ miles:—

1st, 2*s.* 1*d.*; 2nd, 1*s.* 7*d.*; 3rd, 1*s.* 2*d.*

It is considered that the diminished results given in evidence of travelling, are rather to be attributed to the harvests for three successive years, and to continued depopulation of that district of the country.

2054. What season of the year was that?—The summer season; the traffic of that line is chiefly a pleasure traffic. Kilkee, to which the passengers repair from Kilrush, is a considerable bathing station.

2055. (*Earl Donoughmore.*) A sort of Ramsgate?—Exactly. The numbers for the half year ending 31st December 1859, which is the next season after the opposition fares had been in operation—the fares were raised to 3*s.*, 2*s.*, and 1*s.*,—were 14,997 passengers, producing 1,702*l.*; and in the two last seasons, the fares being 4*s.*, 3*s.*, and 2*s.*, the numbers were for the half-year ending 31st December 1863, 8,304 passengers, producing 959*l.*, and for the half year ending 31st December 1864, 10,362 passengers, producing 1,138*l.*, so that it would thus appear that a reduction of more than one-half produced exactly the same amount as did the very highest fares that they charged.

The opposition fares in question resulted in a positive loss both to railway and steamer, and, having regard to the distance passengers are carried, viz., 46½ miles (from Limerick to Kilrush) the existing rates of 4*s.*, 3*s.* and 2*s.* are low indeed and unremunerative.

2128. (*Chairman.*) Are there any other points which you wish to direct the attention of the Committee to in connexion with Irish railways?—I intended especially to have drawn attention to the undue proportion which the cost of carriage of the agricultural produce of our poorer lands bears to its value. Considering that Irish agriculture has now to compete with the entire world, and that we are transferring part of our population from the poor lands of Ireland to the richer ones of Illinois and other portions of America, that, in fact, in the case of a large number of poor farms, the rates of carriage to the markets amount to nearly the rents in some cases, any substantial reduction of fares on the lines, especially with differential rates such as I have alluded to, would be one of the greatest advantages which could possibly be bestowed upon Irish agriculture,

The directors would be glad to reduce the rates in question on being assured that such reduction would not exercise a prejudicial influence on their income.

2129. (*Earl Donoughmore.*) Are you aware that it costs less money to transport a fat bullock from Normandy to London than it does from the pastures of Limerick to London?—Precisely. A friend of mine was actually disposed to go to Holland and buy store cattle and take them to Galway to fatten, and he expected a very considerable profit upon them.

2314. Will you state generally to the Commission on what points you have to make complaint; first as to the passenger traffic?—With respect to the passenger traffic, it is generally complained that the charges are too high, which prevents that intercourse with the western districts of Ireland that we would otherwise have if we had a lower rate upon the traffic from the metropolis and a lower rate of passenger charge.

The directors submit that their passenger fares present a favourable contrast with those in force on English lines of railway for similar distances, as instances of which they beg to call attention to the following:—

	1st Class.	2d Class.	3d Class.
	s. d.	*s. d.*	*s. d.*
Limerick to Limerick Junction, 22 miles	4 0	3 0	1 10
Limerick to Clonmell, 49 miles	9 2	6 10	4 1
Limerick to Waterford, 77 miles	14 6	11 0	6 5
Waterford to Tipperary, 52 miles	10 0	7 6	4 5
Waterford to Limerick Junction, 55 miles	10 4	7 10	4 8

These charges give a sufficiently accurate idea of the general scale, and it will be thus perceived that the average is practically as follows:—

1st class, 2¼*d.* per mile; 2d, 1¾*d.* per mile; 3d, 1*d.* per mile.

The Commission is reminded that the secretary of the Waterford and Limerick Railway Company proposed on the 19th July last that the authorized tariff of passenger rates should be reduced one-third, the Government advancing funds at the rate of interest charged under the Harbours Improvement Act, to redeem the company's bonded debt and preference capital, as such redemption should become from time to time available. This proposition gives evidence of their desire to make every reasonable concession in favour of the travelling public without materially depreciating the value of their property by a serious diminution of income.

To accommodate the rural and agricultural population of the southern provinces of Ireland market tickets are issued at all seasons from stations on the main and branch lines to the principal market towns of the district. These tickets are third class, and are always issued at a fare and a half, which is generally equivalent to a mileage rate of less than three farthings, and never exceeds that limit.

Since the beginning of the summer season, in this and previous years, excursion trains have been very frequently run on the main line and on the several tributaries worked by this company at extremely moderate rates. The following may be quoted as an example:—

From Waterford and Limerick and back, a distance of 154 miles, 1st class, 5*s.*; 3d class, 2*s.* 6*d.*

Detailed particulars can be obtained on reference to the printed notices furnished herewith.

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
2323. In the opinion of business people at Limerick is there a sufficient number of trains each way daily?—We want a four o'clock train from Dublin to Limerick; the train at present leaves at one o'clock and arrives at half-past six, and the persons engaged in trade travelling from Dublin consider it a very great inconvenience to be obliged to leave so early, or they must wait till a late hour.	This four o'clock train connexion has been resumed as from 1st July 1865.
2340. (*Chairman.*) Do you believe that any large number of persons in Limerick are prevented from going to Dublin for want of sufficient railway facilities?—Yes; I think that a great many persons would travel to and from Dublin if there was a lower rate of charge.	Doubtful. The present charges are considered reasonable.
2411. Will you be good enough to state the nature of those complaints?—Some time since the different railways into Limerick, the Great Southern and Western and the Waterford and Limerick, carried goods through from Liverpool to Limerick at a through rate of 15*s.* per ton.	The 15*s.* was a competitive and unremunerative rate.
2412. (*Mr. Dalglish.*) What class of goods do you refer to?—Heavy goods, iron, tallow, palm oil, sugar, and such heavy goods; and within the last two or three years they advanced the rates to 27*s.* and 30*s.* a ton, something equal to from 80 to 100 per cent., and we consider that that has done very considerable injury to the trade of our locality.	This is an extreme instance quoted out of a general re-arrangement of rates.
2413. (*Chairman.*) Are you able to state that the traffic of that description has fallen off since the raising of the charges?—It has.	Our traffic superintendent reports that such is not the fact.
2434. Do you propose that the rates should be adjusted with a view to placing a more distant port on the same footing as a port nearer to the place of production?—The increase in the charge by the railway company to 27*s.* has been attended with this disadvantage as regards Limerick, that it has compelled our local companies, or it has induced them, to advance their rates to 20*s.*, whilst goods of the same class are imported into Dublin, Cork, and Waterford at 10*s.* or 15*s.*	The question of equal rates for competitive traffic is a very difficult matter for companies to arrange to satisfaction of rival ports. What tends to procure most traffic, and augment the company's income, is the policy pursued; and when traffic cannot be obtained at fair rates a lower tariff must be sometimes fixed of necessity.
2435. If the increase of the rate does not interfere with the consumption of the articles, the reduction would simply have the effect of making you a present of so much per ton to enable you to carry on your business in competition with the merchants of Waterford and Dublin?—We should have equal rates with them.	This question gives a significant reply to the previous answer. Limerick, being situated on the western coast of Ireland, is 77 miles more distant from Liverpool than Waterford, on the south-eastern coast.
2436. But it would in effect be asking the railway companies to give you a sort of bounty or present to enable you to compete with the merchants of Waterford and Dublin?—Not to make it a present. The fact is, the goods now do not come by the railways; in fact, the rate is a prohibitory rate, for since they advanced it to 27*s.* the goods have scarcely come by the railways at all.	
2531. At what price could you get coals delivered in Limerick through Waterford?—I will give it you to Tipperary, that is within 22½ miles of Limerick and 55 miles from Waterford.	The distance from Limerick to Tipperary is 25 miles (not 22, as appears in evidence); and bonding expenses reasonably influence a higher rate for shorter distances.
2532. At what price is the coal sold in Tipperary?—I will give you the rate of charge first to Tipperary. The rate to Tipperary is 4*s.* 9*d.* per ton from Waterford. I believe the distance is 55 miles. Then from Limerick to Tipperary I find they charge 3*s.* 3*d.* a ton, and the distance is 22½ miles, and that is a very great disadvantage to Limerick in sending coals into the interior.	
2533. Has the railway company ever been remonstrated with with respect to that disadvantage?—Yes, I have remonstrated with them, and as to another article in which I deal largely, salt, they did advance the rate, and then they reduced it again.	For reason *see* last answer.
2534. What is the rate at the present time?—At the present time it is 4*s.* 9*d.* to Tipperary, and 3*s.* 3*d.* from Limerick to Tipperary; that is, for a distance of 55 miles they charge, as I said, 4*s.* 9*d.*, and for 22½ miles they charge 3*s.* 3*d.*, which gives a great advantage to Waterford over Limerick.	*See* answer 2532.
2655. Will you be good enough to state what opinion you have formed as to the effect of the present passenger rates?—I think that they have prevented a great deal of traffic which would otherwise have taken place. The people are very poor, and they have not got much money to pay for railway transit, and I think that if third-class trains were placed more within the reach and circumstances of the people they would be more available; but there is another matter which I think operates upon the traffic as much as the high prices—the want of a better arrangement as to keeping time between our principal lines of railway and the tributary ones. We have six lines of railway coming into Limerick, and by some extraordinary arrangement they do not at all keep time for the third-class passengers.	At the time this evidence was given, and for years previously, the Great Southern and Western Railway Company ran their third-class train to Dublin at so early an hour as to render it incumbent on the Waterford and Limerick Company to start their train as early as 7.30 a.m., thus precluding the railways converging in Limerick (having regard to their local traffic) from running their trains to correspond therewith. However, an alteration of the Great Southern and Western trains to a later hour has subsequently enabled the local lines to get their trains into Limerick before the departure of the 9.25 a.m. third-class train to Dublin.
2656. Do you mean that they do not keep the time as published in their time tables?—No; they keep that time, but they do not hit off the trains which arrive; that is to say they do not correspond. There is only one third-class train in the course of a day out of Limerick to Dublin; it leaves at 7.30 a.m., and there are no other means or opportunity for third-class passengers to travel until the following morning; and all the country trains, those five or six trains of which I have spoken, arrive in Limerick after the departure of that train, and the passengers have consequently to remain at Limerick all that time and during the night, in order to get off the following morning. If I may be allowed I will quote from a few memoranda which I have put down in writing upon this subject. What I am about to state will show the inconvenience and delay to the public, the result of the present railway system, particularly arising from small local companies. There are in connexion with the city of Limerick no less than six railway companies, namely, the	As to Sunday trains, they were discontinued simply because the receipts therefrom did not leave a profit. (*See* Parliamentary return.) During the past summer excursion trains have been regularly run on the Waterford and Limerick, Waterford and Kilkenny, and Limerick and Castleconnell lines. (*See* time-table annexed, pages 20 to 24.)

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
Great Southern and Western, the Waterford and Limerick, the Cork and Limerick direct, Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe. The passenger traffic between Limerick and Dublin is carried on by the Waterford and Limerick and the Great Southern and Western *viâ* the Limerick junction, also by the Limerick, Castleconnell, and Killaloe, and Great Southern and Western *viâ* Nenagh, and Roscrea and Parsonstown junction *viâ* Limerick junction. There is only one third-class passenger train from Limerick to Dublin by this route. This train leaves Limerick at 7.30 a.m., and arrives at the Limerick junction at 8.35 a.m. Passengers, &c. are here detained until 10.44, over two hours, and then proceed by the train on the Great Southern and Western line by the train which left Cork at 8 a.m. This train arrives in Dublin at 3.35, whereby passengers, &c. going from Limerick to Dublin, a distance of 129 miles, are detained over eight hours on the road. This journey in the old coach times was performed in 12 hours. The next train for Dublin by this route is a mail train which carries the principal English mails, leaving Limerick at 11 a.m., and arriving at the Limerick junction at 12 at noon; passengers and mails are here detained until 1.57 p.m., nearly two hours. This train arrives in Dublin at 5.35. If this train did not start from Limerick until 12.40 p.m. it would give the citizens of Limerick 1 hour and 40 minutes additional time to answer English letters received in the morning, and would also be a great convenience to passengers. There is no train from Limerick to Dublin on Sundays except the mail train at 10.45 p.m. In fact there is no train into or out of Limerick on Sundays except the night mail train, and an excursion train to Cork and Killaloe *viâ* Nenagh and Roscrea. There is no third-class train by this route. The first train by this route leaves Limerick at 10.15 a.m., and arrives in Nenagh at 11.30. Passengers are detained in Nenagh until 2.0 p.m., two hours and a half, and arrive in Dublin at 5.35 p.m. 7 hours and 20 minutes on the road; whereas if this line was in the hands of one company, or the Government, the journey could be easily performed under five hours. The second train by this route leaves Limerick at 2.0 p.m., and arrives in Nenagh at 3.15 p.m.; again passengers are delayed until 5.15 p.m., two hours, and arrive in Dublin at 9.30, seven hours and a half on the road. This line of railway is about five miles shorter than the one *viâ* Limerick junction, the distance by this route being 124, by Limerick junction 129. This route from Limerick to Dublin clearly exemplifies the evil of allowing railways to remain in the hands of rival and short companies. This railway is handed by lease from the Limerick, Castleconnell, and Killaloe to the Limerick and Waterford Company as far as Birdhill, 14 miles, and of course the Waterford and Limerick Company throw every impediment in the way of passengers, &c., proceeding by this line, in order that they should go by the Limerick junction on their own line. The Great Southern and Western own this line from Dublin to Birdhill, 110 miles, the Limerick, Castleconnell, and Killaloe from Birdhill to Limerick, 14 miles. Passengers can leave Nenagh, an unimportant town and only a few miles from Limerick, at 6.40 a.m., arrive in Dublin at 11.0 a.m., leave Dublin at 4.0 p.m., and arrive at their homes at 8.30 p.m. This line being in the hands of one company the public at Nenagh have the advantage of leaving their homes in the morning, have five hours to transact their business in Dublin, and can return same evening to their homes; and if the entire of this line was in the hands of one company or the Government the Limerick public would have the same advantage as Nenagh. The first train from Limerick arrives in Dublin at 3.35 p.m.; the last that leaves Dublin for Limerick is at 1.0 p.m. From the present railway system, so far as Limerick is concerned, the several companies connected with Limerick seem to throw every obstacle in the way of the public and put them to every possible inconvenience, and it is no great wonder their receipts should be so low. The Waterford and Limerick Company paid no dividend for many years; the last was about one per cent. The Limerick and Foynes, Limerick and Ennis, and the Limerick, Castleconnell, and Killaloe have paid no dividend since opened. The Government should by all means purchase up all railways, but more particularly small and non-paying ones, as they are great obstacles to large and extensive undertakings by running their trains at such times as are most inconvenient to them.	*See* above.
2659. Has the traffic between Limerick and Dublin diminished in consequence of that delay?—I should certainly think so, because persons who would otherwise go to Dublin more frequently do not wish to remain for a space of two hours in one of the most unpleasant places imaginable—the Limerick junction.	This delay does not now exist.
2662. Do you think there would be a large third-class traffic between Limerick and Dublin?—Yes, not of the labouring class, but certainly of the shopkeeping class or the trading class. They obtain their supplies both from Dublin and from Cork, and they cannot travel to either of those places third-class and return on the same day.	Matter of opinion.
2663. Not from Limerick to Cork and back on the same day?—I think not. I know that to Dublin they cannot do so. We had very great hopes when the Great Southern and Western Company were permitted to extend their line from Roscrea to Limerick, and they promised at that time to give us great facilities, to have a continuation of their line to Dublin, and that would have given us the same facility which they formerly gave us when a train started at 6 o'clock from Limerick, leaving Dublin at 4 o'clock again, so that the Limerick people had time to transact their business in Dublin and return to Limerick.	This experiment tried, and found not to answer. The train having to leave Limerick so early as 5.45 a.m. was only availed of by a few people, and local traffic requirements were interfered with. By the present service, a third-class passenger can leave Ennis at 7.45 a.m., and reach Dublin, after having travelled 154 miles, at 3.35 p.m. He can return from Dublin at 7.0 a.m. on the following morning, reaching Ennis at 2.30 p.m.

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
2669. Did they issue return tickets for third-class passengers?—No, they charged full fares for them.	Neither Great Southern and Western Company, nor Waterford and Limerick Company, issues third-class return tickets.
2670. (*Mr. Ayrton.*) What class of persons travelled by that train?—The persons, I think, were cattle dealers, and even poor shopkeepers—country shopkeepers—persons not in very good circumstances, who went to Dublin and selected their articles and then came back again. By the present arrangements a shopkeeper in Ennis, which is the capital of the county of Clare, and a very important town, as a third-class passenger, requires, in order to give him one day in Dublin to transact his business, four days to accomplish his journey.	*See* reply to No. 2663, explaining alteration in train service.
2671. (*Capt. Galton.*) How do you make that out?—In this way; a third-class passenger must leave Ennis at 3 o'clock in the afternoon, that is, by the third-class train from Ennis, and remain in Limerick, which is distant only 25 miles, all night, and then proceed by the morning train to Dublin, which arrives at 3·35.	*See* 2663.
2672. At what time does the morning train leave?—At half-past 7; there is no train from Clare.	*See* 2663.
2673. That train does not correspond at the junction with another train?—No; and it waits at the Limerick junction for the train from Cork, which leaves Cork at 8 o'clock. The passenger must come the night before to Limerick, there being no train from Clare, and the passenger is 24 hours on the road, the distance being 154 miles by this arrangement. It takes the same time to return, as to go from Ennis to Dublin, and transact one's business. In the old coach times the journey would have been accomplished in the same time.	
2674. This of course very much limits the third-class traffic between the district you have referred to and Dublin?—It entirely precludes it.	
2675. (*Mr. Ayrton.*) Is there no afternoon train from Limerick to Ennis?—Yes, but it goes at a most inconvenient hour. It leaves before the arrival of the other local trains.	
2678. Every impediment seems to be thrown in the way of third-class travellers?—I think so.	Not the fact.
2685. (*Chairman.*) Do you wish to state any facts as to passenger fares on any other lines besides those between Limerick and Dublin?—I can state in general terms that the railways about Limerick are not doing the work of the country; carriers are still numerous on all the roads where railways are. I must state that we have not much experience on the subject; it has not been tested. The public think, from what the traffic managers tell them, that things are as low as they can go to pay, and those who are inexperienced in railways take that as the state of circumstances, and they have not pressed the matter; but my own impression is that when one sees the traffic of our own country "*all going by road*" by a route running parallel with railways, that the cattle are driven long distances, having been bought in the west of Limerick and Clare, and going up through Dublin on to Meath, where they are fattened—it strikes me that that being our principal traffic, as we have not got any manufactories, the attention of railway directors ought to be called to the matter to see how they could manage to get that traffic on to their lines; they say that it will not pay them to carry them under a certain rate, but the railway waggons go empty, and there is no prospect of filling them, when, if they even tried the experiment of taking them at a very considerable reduction, such a reduction as would pay the breeder of the cattle to rear them, I think that it would pay the railway companies something.	Not the fact, for if all the traffic were conveyed by road, as appears in the evidence of this witness, the Waterford and Limerick Railway would be really carrying nothing. With respect to store cattle, it is well known that the dealers prefer driving by road for short distances, however low the railway rate may be; and we presume this witness is speaking of the short lines around Limerick.
2691. (*Mr. Hamilton.*) Is it not the fact that the present high fares have compelled many persons to walk who would otherwise travel by the railway train?—There is no doubt of it, and in my own district. I am a shareholder in the Limerick and Foynes Railway; it has never paid one shilling dividend, and I do not expect that it ever will. The line runs parallel to the road leading to Askeaton and all that district; but the people never think of going by the railway, although the distance is very little more, if anything, than by the main road; the railway and the road are nearly parallel lines.	Facts disprove the testimony of this witness, as we find that in the year 1864 there actually travelled from Askeaton to Limerick, 54 first class, 125 second class, and 705 third-class passengers.
2692. (*Capt. Galton.*) I believe the fares are very low on that railway?—They have advanced them recently, but this is an instance of the effect; in April 1863 a considerable increase was made in the passenger charges of 10 or 12 per cent.; in the year previous to the change the number of passengers was 87,000, and in the year after the change the numbers fell to 63,000, showing a falling off of 24,000. So likewise there was a similar falling off in the traffic of the "Kelpy" steamer, working in connexion with the Foynes line, in which there was a similar raising of the fares, the falling off of passengers being from 15,000, making a receipt of 17,000*l.*, to 8,300, bringing 9,060*l.* That was the effect of increasing the rate.	It is necessary to bring under notice for consideration of these answers that there is a direct steamer running between Limerick and Kilrush, carrying third-class passengers the entire distance for 1*s.* each; a rate of charge obviously not remunerative for a railway to carry 26 miles, and steamer, in connexion, 20 miles, and this opposition cheap service, it is submitted, accounts for the diminished numbers using the quicker route.
2717. What is the object of that?—The fact is, that the chairman of the company is also the proprietor of the steamships going out of Waterford, and of course by getting the trade to Waterford the vessels earn freights which they would not earn if the trade came, and probably to a better market, in Limerick.	
2718. You think that in order to drive the traffic into Waterford he actually allows the passengers to travel for nothing if they bring their firkins of butter with them?—Yes, he allows them to travel for nothing to Tipperary, which is nearer to Limerick than to Waterford.	Not the fact. No passengers allowed to travel free.

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.	*Replies received.*
2757. It is more than 2*d.* per ton per mile, and do you say that that is not an exceptional rate for the carriage of turf over Irish railways?—I am not aware that it is, it was lower some months since, probably some five or six months since; there was a large quantity of turf coming into Bruree; since that time it has been advanced, and a gentleman informs me by a letter I have received this morning, what I know to be the fact. He says, "The charge for a box of turf to Bruree had been "18*s.* 6*d.*, and it is now 1*l.* 7*s.* 9*d.*; great complaints are made of the "want of fuel, and particularly among the dairy farmers, who were in "the habit of getting turf at Bruree. You must know that the poor "people must feel it also."	This refers to the Cork and Limerick line, worked by the Great Southern and Western Company.
2759. Is it for the interest of the Great Southern and Western to carry coal rather than turf?—I do not know, indeed, but it is the interest of the steamboat proprietors to carry it, and there is a very large amount of steamboat influence exercised in the directory of this company, and it is the interest of the large steamboat proprietors to get freights for their ships, to the exclusion of our own fuel.	For Great Southern and Western Company's reply.
2760. (*Capt. Galton.*) The charge for the coal is a halfpenny per ton per mile, and the charge for turf is about 2*d.* and one-fifth per ton per mile; it used to be 1½*d.* per ton per mile?—Yes.	
2769. (*Chairman.*) Have you given much consideration to the question whether any great alteration could be introduced into the railway system in Ireland with advantage?—I have always considered that if we could have all our railways placed under one management the interests of particular towns and particular districts would not be interfered with from any interested motives, particularly as we are circumstanced on the west coast of Ireland; we have no directors there, the railways that run to Limerick are centred either in Waterford, Cork, or Dublin, and the eastern ports of shipment, and I think that those three directors vie with each other to see which port shall get the greatest loading for their steamers, and the port of Limerick does not get a fair mileage rate in consequence of that. As an instance, butter, per firkin, Bruree to Cork, 41½ miles, is 5*d.* per firkin, while from Bruree to Limerick, 19 miles, it is 9*d.*, being double the distance for half the price; that is, the charge to Limerick is fourfold in proportion to that of Cork. Again, timber from Cork to Bruree is charged 6*s.* 3*d.* per ton, while from Limerick to Bruree it is 4*s.* per ton. The proportionate charge, according to mileage, ought to be 2*s.* 10*d.* from Limerick.	For Great Southern and Western Company's reply.
2770. (*Lord Donoughmore.*) Is it not the fact that Sir David Roche was for many years a director of the Great Southern and Western Railway?—Yes.	For Great Southern and Western Company's reply.
2851. (*Lord Donoughmore.*) Have the earnings of the Waterford and Limerick Company, since that offer was made and declined, been at all equal to the terms offered by the Great Southern and Western Company?—No; neither since that time nor before it, but whenever a negotiation is pending the public necessarily know it, and that raises the price of the line that is to be bought, and then the shareholders think that that rise in price is part of the intrinsic value of the line, and they insist upon something more, and all these things cause delay.	
2914. (*Mr. Ayrton.*) Has it come under your notice that the traffic from Tipperary to Waterford, and from Tipperary to Limerick, is regulated by other considerations than those of the distance?—Yes; it is very well known that the most influential proprietor in the Waterford and Limerick Company has a very considerable interest in the port of Waterford, and that he does his best to develope the traffic to Waterford.	
2915. Has that been a source of embarrassment to your company in making traffic arrangements to go from one line on to the other?—That has been our opinion, but whether just or not I cannot say.	
3357. (*Chairman.*) Have you any suggestion to make as to the remedies which you think ought to be applied with respect to the deficiences on the Irish railways, both as to the passenger and goods traffic?—As to the passenger traffic we labour, no doubt, under a great many difficulties in the way of getting from place to place in consequence of the trains not running in connexion with one another; for example, if you want to come from the west to the south you have a delay at Athlone probably of one or two hours; you also have a delay at Portarlington of one or two hours before you can catch the train on the Great Southern and Western line. Then if you want to go to Belfast you must remain for four hours at Portadown before you can get a train to go on. And in the same way, if you want to come from Limerick to Dublin you are obliged to stop at the Limerick station, which is a very bad station, for two hours or two hours and a half before you can get on to Dublin; and there is no accommodation whatever at the Limerick Junction, that is in consequence of the Waterford and Limerick Railway and the Great Southern and Western Railway not running in connexion with each other.	*See* previous replies.
3358. Can you make any suggestion to the Commission as to how these inconveniences can be remedied?—No, I can hardly do so, except that I think the public are suffering by not being able to carry one through continuous route from place to place in consequence of all these opposing interests on the part of the Waterford and Limerick Company, the Great Southern and Western Company, and the Northern lines, for they are all running, as it were, almost antagonistically to one another, and not suiting each other in any way. If these opposing interests were united in some way it is clear that the public would be very much benefited by it, not alone with regard to facilities being	

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.

Replies received.

afforded, but probably the necessary expenditure would be very much reduced.

3359. (*Mr. Ayrton.*) In your opinion is the third-class accommodation sufficient in Ireland?—No, it is very bad in Ireland. A third-class passenger, for instance, on the Great Southern and Western line cannot go to Limerick in a third-class carriage, he must stop at the junction and must book second-class. Then again, a third-class passenger, if he wants to come to Dublin to attend the market, must start early in the morning, although he cannot get back at night, and he does not come up in time for his market in Dublin, but he must remain there till the next day, and then he can get no train back the next day, he must remain there until the third morning, so that in point of fact he pays more than a first-class passenger in consequence of the delays which take place. The number of the third-class passengers is most enormous compared with the first-class; they are four times as many as the first-class passengers in Ireland.

2771. If he had any local interest it was in Limerick, was it not?—Yes, but he never shipped any produce from Limerick; he had a large flour mill in Limerick, but he never exported. I am glad that you referred to Sir David Roche, he has recently died, but his son, the present Sir David Roche, is now the owner of the very large mills there, and I am satisfied that there are very few men in the country who could give more information to this Commission as to the inconvenience which is suffered from the present state of things than the present Sir David Roche. I have known him complain very sadly with respect to his mills; he has one at Croome, and he does not use the railways at all; he keeps a stud of horses on the road, and he does not send a pound weight by the railways.

For Great Southern and Western Company's reply.

2772. (*Capt. Galton.*) On account of the high rates which are charged?—I suppose so.

2792. (*Chairman.*) Can you give any other instances of cars competing successfully with railways?—I believe there are other instances, but those I have given are the most familiar to me. I witnessed the other day a very curious thing; some people were coming from Kilrush to the other side of the Shannon; there were about 70 emigrants going to Cork and Dublin, and coming from the west of Clare by Foynes; they arrived in the afternoon at Limerick, and those 70 persons had to remain in Limerick all night, there being no third-class train after that time to take them on to their place of embarkation. Some were going to Cork to embark by steamer for America, and others were going to Liverpool *viâ* Dublin. There was no means to convey them, and it was most pitiable to see those poor people disappointed in that way, being of course put to very great expense.

For Great Southern and Western or Cork and Limerick Company's reply.

2842. (*Mr. Glyn.*) It has been stated that there is no possibility for a first-class passenger to get from Limerick to Dublin and back again conveniently in the same day; is that so?—I cannot say; but looking at the time table I think it is not improbable, and I think it is likely they would not much care for the privilege, for there is some little disadvantage in consequence of it, for in going from Limerick to Dublin they have to pass over two lines of railway not belonging to the same company, and which are not always working harmoniously.

A first or second-class passenger can leave Limerick any week-day at 9.25 a.m., reach Dublin at 3.35 p.m., and return same evening at 7.45 p.m., arriving back in Limerick at 1.20 a.m.; thus he is only 15 hours absent on a journey of 258 miles, and has four hours to spare in Dublin.

2483. (*Mr. Ayrton.*) Are they at present in harmony, or is there much discord between them?—Not so much harmony as I should wish.

Amicable working relations continue to exist.

2844. Have you any joint committee to manage the traffic that is required to be worked through?—No.

2845. (*Lord Donoughmore.*) Was there not some time ago a proposition made on the part of your board of directors to amalgamate with the Waterford and Limerick Railway Company?—Yes.

2846. And that proposition was refused by the directors of the Waterford and Limerick line?—By the shareholders. I do not know whether the directors were favourable to it or not, but it was refused.

2847. Do you believe it would be a great advantage to the public if those two railway companies could be amalgamated?—Certainly.

2848. Would it facilitate the traffic arrangements all through that country?—Yes.

2849. (*Chairman.*) You could not offer terms to the Waterford and Limerick Company that they would accept?—No; and with regard to the terms that were then rejected, I thought they were a great deal too high, and I opposed them.

2850. (*Mr. Gower.*) The negotiation failed as to the terms?—Yes. We offered what I considered were too high terms, and they thought that they would be better by standing out for a time.

3710. (*Mr. Ayrton.*) Can you give us any other instances?—I have been told by a trader in cattle, in Waterford, that he walks them from Clonmel and Caher for less than half the charge by the train; and a dealer in them at Cork, who sends over here largely, has told me that if there was a third taken off, he would never send a cow along the road; and have also been told by an extensive grazier in Clare, that he would send at reasonable rates a thousand sheep to Dublin annually, which now he sends to Ballinasloe to sell; others in his locality do the same for identical reasons.

Give authorities, and assertion can be dealt with.

5011. Have you any statement to make with reference to the railway traffic of the south of Ireland?—The statement that I wish to make is this, that as far as Waterford is concerned, being the place I am connected with, there is a great difficulty in approaching the interior of Ireland from the want of railway communication, and there is even great diffi-

No subsidy exists. *See* Traffic Arrangement before Commission, which provides for division of receipts and equality of charge between the competitive routes. Some such arrangement has been for years in force.

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

culty in approaching Dublin, from the indisposition of the Great Southern and Western Railway Company to work in harmony with the Waterford and Kilkenny, so as to give trains that will conduce to the public convenience. I also wish to state that the public of the south of Ireland are, in my opinion, very much injured by the determination of the Great Southern and Western in connexion with the London and North-western to subsidize the local lines and steam packet companies to allow the traffic to be brought to England *viâ* Dublin. They pay 30 per cent. for that, and such diversion of traffic, in my opinion, not only is injurious to the southern cross channel communications, but very injurious to the public in the several localities.

5019. (*Mr. Glyn.*) That is the through train of the Great Southern and Western?—It is the through train from Kilkenny; that is their Kilkenny line through train.

5020. It is their through train on the main line?—It is not a through train from Waterford.

5021. What train do you wish to join on the Great Southern and Western?—We want a train that will allow parties to leave Waterford at 6 o'clock in the morning and arrive at Dublin in proper time for business, and then enable the parties to leave at 4 or 5 o'clock p.m., so as to arrive in Waterford at 10 o'clock at night.

5022. Do you wish them to put on particular trains to accommodate you?—I wish to alter the hour of the trains which they do run.

5023. The trains, you say, that do run now are their trains to other parts of their system?—No; they are trains which no other part of their system is connected with; they run from Kilkenny to Dublin, and *vice versâ*, without reference to any other train.

5024. (*Capt. Galton.*) Does the train which runs from Dublin to Kilkenny run as far as Kildare Junction with the train going to Cork?—No.

5025. (*Mr. Glyn.*) Then they start from Dublin a particular train for their service which does not suit the public?—It does not, although we would make ours suit theirs if they started at an hour the public could travel at. If we ran trains now in connexion with theirs, parties would have to start from Waterford between 4 and 5 o'clock in the morning, and could not get back till 11 at night.

5026. (*Mr. Hamilton.*) Does that line belong to the same company as the line from Limerick to Waterford?—No.

5027. Is Mr. Malcolmson a director of your line?—He is; but it does not belong to the Limerick Company. The Waterford and Limerick Company work the Waterford and Kilkenny, but it is only under working arrangements; they have no interest in it more than that. The Great Southern and Western have always set their faces against any sort of effort being made to the northern and midland districts of Ireland with Waterford. In 1846 a bill was obtained to make a line from Kilkenny to Maryborough, and I understand that the Great Southern and Western people at that time bought up the shares in order that the line might fall through. With much difficulty, in 1860, a similar bill was brought in, which the Great Southern and Western opposed most violently, but it was obtained in spite of their opposition. A portion of that line is now made; it has served the traffic of the district to this extent, that for eight weeks, ending 19th May 1865, the traffic of the line from Kilkenny to Waterford has increased over and above the traffic of last year 33 per cent.

5028. The traffic between what points?—Between Kilkenny and Waterford.

5033. (*Mr. Glyn.*) Is not Mr. Malcolmson a great steam-packet owner in Waterford?—He is.

This refers to the agreement before Commission.

5034. He did not say anything about this in his evidence?—I do not know what he has said in his evidence, but this I know, that the London and North-western Railway Company and the Great Southern and Western Railway Company have lately entered into an arrangement with him, by which the railway and steamboat interests are served to the prejudice of the locality. There has been an arrangement entered into, which was before the citizens of Waterford, and which was condemned by all parties, the effect of which is, that the traffic of the district will be brought to England by Dublin, *viâ* Liverpool and Holyhead, and that Mr. Malcolmson for the steamers and the Limerick Railway Company will get 30 per cent. of the traffic thus brought to Dublin to allow it to go by Dublin.

5035. (*Mr. Hamilton.*) When you say that "they" get, who do you mean gets the 30 per cent.?—The Limerick Railway to Waterford and the Waterford Steam Packet Company.

5036. Who makes the arrangement?—The North-western and the Great Southern and Western. I have the heads of arrangement which I can hand in if the Commission wish (*the witness handed in the same, vide Appendix* AL). One of the heads, which struck me very much as most injurious to the southern routes, is this:—

See agreement.

"Waterford and Limerick Railway Company, Cork and Limerick "Direct Railway Company" (being another railway company that is subsidized) "undertake that all traffic consigned to them by other "routes than *viâ* Liverpool and Holyhead, between places in England "and the places in Ireland to which this agreement refers, shall not "be booked through, and shall be charged the local rates."

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company.

No through traffic from the districts to which the agreement applies can, under that arrangement at all, come by the Great Western or English Midland systems to England; it must all go by the London and North-western. In that way the traffic of the country is interfered with, and interfered with so as to inflict an immense loss on the localities; and when the North-western and the Great Southern and Western are paying 30 per cent. on all goods for the purpose of making them go in a particular way, they are sure to repay themselves by putting on increased rates.

5037. (*Mr. Glyn.*) In what shape is that 30 per cent. paid; is it by a reduction of rates, or what?—It is 30 per cent. of the monies received for traffic which is allowed to go by Dublin.

5038. Is it in the shape of rates, or tolls, or what?—It is in the shape of money or direct payment; it is in the shape of a direct subsidy. Suppose 100 tons of goods are to be sent from Limerick or Tipperary to Birmingham for which 100*l.* is paid for the transmission, although the Waterford and Limerick Company will not carry one pound of it, and although the Waterford Steamship Company will not carry one pound of it, they will get 30*l.* out of it in order to allow it to go by Dublin, so that the company who actually carry it will only get 70*l.*

5039. (*Capt. Galton.*) The company who carry it giving to the other companies a bonus of 30 per cent.?—Yes, although they do nothing to earn it.

5041. Then I understand your statement to be this, that the Great Southern and Western Railway Company, being interested in the traffic of Dublin, has made some arrangement with the North-western Company to secure all the traffic of that part of Ireland going by way of Holyhead?—Yes.

5042. And in order to secure this they have made some arrangement with the Limerick and Waterford Company and with Mr. Malcolmson's steamers, so as to provide that no part of that traffic shall be diverted by way of Waterford into South Wales?—They have made this arrangement, that upon all goods brought through Dublin to the North-western system in England at Liverpool or Holyhead, and consigned to Birmingham, and places north of Birmingham, that 30 per cent. off the receipts will be paid to the Waterford companies to allow it to go that way.

5043. That has the effect of diverting the traffic from Waterford to Dublin into South Wales?—It has the effect of diverting the traffic of the district to England from Waterford to Dublin, and thence *viâ* Liverpool and Holyhead, and in fact injuring the communication between the southern parts of Ireland and England.

5044. How does it affect the southern parts of Ireland?—Because the traffic that originally belonged to Waterford, and would come to Waterford, is diverted the other way.

5045. It goes north by Dublin?—Yes. In Dublin they have communications two and three times a day with Liverpool and Holyhead, but between Waterford and Liverpool the steam ships only sail twice a week, therefore people who have produce to send will naturally, when they pay equal rates, send all their goods by Dublin, and none will come by way of Waterford. Therefore the diversion of traffic will injure communications between Waterford and England, as the number of steamers will be lessened when they must depend upon the local traffic alone.

5046. This arises from a sort of understanding between the London and North-western Railway Company, the Great Southern and Western of Ireland, the Limerick and Waterford, and Mr. Malcolmson, the owner of the Steam Company?—And also the Cork Steam Shipping Company.

5047. What remedy do you propose for that?—As I said before, there should be some tribunal, such as the Board of Trade, to prevent railways using what I may call a very illegitimate mode of dealing with a public matter, and to forbid them doing such things as would prevent the traffic from flowing in the channel through which it would naturally flow, and not to allow any large company to subsidize a small one to the prejudice of the public interests.

5051. There is nothing illegal in this arrangement?—No, I am not aware that there is anything illegal; but although it may not be illegal, it is highly detrimental.

5052. (*Capt. Galton.*) You think, although not illegal, it is exceedingly injurious to the public interests that such an arrangement should be made?—Yes, and the public have decided so. Here is a resolution which was adopted with reference to it: "That this committee, with all "respect for the opinions of the directors, considers these arrangements "to be well calculated to divert the traffic of the districts to England "*viâ* Dublin, and vitally injure the trade and commerce of Waterford "and the southern communications." That resolution was adopted at a meeting of a committee appointed by the merchant traders and citizens of Waterford, the mayor of Waterford being in the chair.

5109. Minerals are not included?—We have not been asked for rates for minerals. Then by the Waterford and Limerick Company's line we have a few rates for passengers, not many, and goods rates from Limerick and Tipperary only; but those are limited to Birmingham, and places north of Birmingham. For a few weeks we had goods rates with them

Replies received.

See agreement.

By the agreement the company carrying the traffic receives 40 per cent. of the full rate. The balance is divided, half to Dublin route, half to Waterford route; and it is the interest of the companies forming either route to obtain the greatest amount of traffic. No traffic is allowed to go by Dublin which can possibly be sent *viâ* Waterford, the object being to secure the 40 per cent. for working; and as a proof of this, the Waterford route, although the longest, and with only alternate sailings, has obtained the largest amount of traffic.

If they can get it. *See* previous replies.

The traffic between the south of Ireland, South Wales, and all places south of Birmingham, is provided for by a daily communication by mail boats *viâ* Waterford, and is not affected by the aforesaid agreement, except by the reservation for places south of Birmingham, which is in favour of Waterford.

No. 8.—Waterford and Limerick Railway—*continued.*

Extracts of Evidence sent to the Company. *Replies received.*

to London, but they withdrew them, and we have never been able to get them to renew them since.

5110. (*Capt. Galton.*) What was their reason for withdrawing them? —That I do not know. I believe that line pays no dividend; it would appear to be worked entirely in the interest of the steam-packet proprietors. The Waterford and Limerick Company work the Limerick and Ennis, and the Limerick and Foynes railways, and, I think, the Waterford and Kilkenny line. We have no through rates with any of those.

I have prepared a short tabular statement showing the charges on articles in large daily consumption, and which in my opinion are excessive.

This tabular statement is merely intended to show that the charges for conveying many articles of commerce is excessive, and in most cases considerably in excess of freights from any English port, in some cases double, thereby precluding the possibility of trading, owing to the high rates.

Appendix AY.

Letter from Mr. Dargan on Irish Railways.

Sir, Dublin, 6th November 1865.

Since my examination before the Royal Commission on Railways in June last, I have very carefully considered and studied the entire subject of Irish railways, and being much interested in this class of undertaking, as well as in the general prosperity of Ireland, I venture to state very briefly the course that in my opinion would be productive of most benefit as well to this country generally as to the proprietors of its railways in particular.

I think, then, that the taxation of railway property in Ireland is excessive, and ought to be reduced either by altering the basis upon which the valuation of such property is made out, or by adopting a different kind of assessment with respect to railways from what is applied in other cases.

In order to show the unfairness of the mode in which taxation is imposed, it is only necessary to point out that while a railway relieves the traffic upon a county road, and consequently reduces the expense of keeping such road in repair, the same railway is charged with county cess in proportion to its excess of receipts over working expenditure; and while a railway, by giving and creating employment, diminishes pauperism in a poor law union, it is obliged, nevertheless, to contribute to poor rates in the same proportion.

I am of opinion that the Government should advance to the Irish railway companies a sum of, say 6,000,000*l.*, at the rate of 2,000,000*l.* annually for three years, at 3½ per cent., to enable them to pay off money at present borrowed from private sources at higher rates of interest.

In consideration of the reduction in working expenditure which would be effected by the foregoing means and in proportion to its amount, I think the railway companies should reduce their rates of charge in respect of third-class passengers and of the lower and less valuable classes of goods, cattle, &c.

The advantage to Ireland generally would not only consist directly in the benefit of cheap travelling and cheap transport of goods, but inasmuch as the money borrowed by Irish railways is almost exclusively Irish money, the paying off of so large a sum as 6,000,000*l.* would induce or compel its being applied to purposes that could not fail to develop many industrial operations that now lie dormant for want of capital to set them in motion.

I am convinced that beyond what I have suggested nothing is necessary to be done for Irish railways, but that they may be safely left to work out their own mission.

I adhere to the opinion I expressed in the course of my evidence before the Royal Commissioners, that an amalgamation of Irish railways under one general management would lead to a large saving in working expenses, but as in my judgment this ought not to be compulsory, and would take a considerable time and cost some 22,000,000*l.* to effect, I think the course I have suggested would be most expedient and most easy of accomplishment.

I should wish particularly to impress upon the Royal Commissioners the desirability of existing railway projects in Ireland being allowed to establish themselves before any new schemes shall be authorized; or at any rate that promoters of new undertakings should be obliged to give very satisfactory proof both of their *bona fides* and of their financial ability to carry out what they undertake.

I am, &c.
(Signed) Wm. Dargan.

W. Pole, Esq.,
Secretary, Royal Commission on Railways,
House of Lords, Westminster.

Appendix AZ.

(Alluded to in the Evidence of Dr. Hancock; Question 7597.)

Table showing Want of Success of Irish Railways as Commercial Speculations.

1st Class—Bankrupt { 1. Banbridge Extension 12 miles. 2. Bagenalstown - 21 „

2d Class.—Stand still { 1. Athenry and Ennis 36 „ 2. West Cork, &c. - 17½ „

No.	Mileage.	Name of Railway.	Date of First Act.	Share List, Dublin Stock Exchange. October 19, 1865, last Dividend, per Cent. per Annum.	4th May 1865. Last Dividend, per Cent. per Annum.	4th May 1865. Previous Dividend, per Cent. per Annum.	12th May 1864. Last Dividend, per Cent. per Annum.	12th May 1864. Previous Dividend, per Cent. per Annum.	17th Sept. 1863. Last Dividend, per Cent. per Annum.	Dividend per Cent. per Annum on Average of 3 Years.
3d Class.—Railways paying no Dividend on some Class of Preference Stock for Three Years.										
1	49	Belfast and County Down (Class E).	June 20, 1846	nil.	nil.	nil.	—	—	—	
2	86	Irish North-western (Class A and B).	July 1845 -	nil.	nil.	nil.	nil.	nil.	5	
3	26	Limerick and Foynes -	Aug. 4, 1853	nil.	nil.	nil.	nil.	nil.	nil.	
4	36	Londonderry and Coleraine -	1845 - -	nil	nil.	nil.	nil.	nil.	nil.	
5	60	Londonderry and Enniskillen (C).	1845 - -	nil.	nil.	nil.	nil.	nil.	nil.	
6	6	Newry and Warrenpoint (6 per cent. and 5½).	July 27, 1846	nil.	nil.	nil.	nil.	nil.	6 & 5½	
	263									
4th Class.—Other Railways paying no Dividend on their Ordinary Shares.										
1	7	Banbridge Junction - -	- - -	nil.	nil.	4	nil.	nil.	—	—
2	20	Cork and Bandon - -	July 1845 -	nil.	nil.	nil.	nil.	nil.	nil.	—
3	11	Cork and Kinsale Junction -	April 19, 1859	nil.	nil.	nil.	—	—	—	—
4	35	Dublin and Meath - -	July 23, 1858	nil.	nil.	—	nil.	—	—	—
5	13	Finn Valley - -	May 15, 1860	nil.	nil.	nil.	—	—	—	—
6	13	Limerick and Castleconnell -	June 26, 1855	nil.	—	—	—	—	—	—
7	25	Limerick and Ennis - -	Aug. 4, 1853 -	nil.	nil.	nil.	nil.	nil.	nil.	—
8	21	Newry and Armagh - -	July 31, 1845	nil.	nil.	nil.	nil.	nil.	nil.	—
9	41	Portadown, Dungannon, and Omagh.	1847 - -	nil.	nil.	nil.	nil.	nil.	nil.	—
10	31	Waterford and Kilkenny -	July 4, 1845 -	nil.	nil.	nil.	nil.	nil.	nil.	—
	217									
5th Class.—Railways paying per-centage of Dividends less than in the Funds (3*l.* 7*s.* 6*d.*).										
1	77	Waterford and Limerick -	July 21, 1845	½	1	½	1	1	1½	0 18 4
2	6	Cork, Blackrock, and Passage	July 1846 -	1	3	1	3	nil.	3½	1 18 4
3	8	Waterford and Tramore -	July 24, 1851	1½	1½	nil.	1½	nil.	nil.	0 15 0
4	17	Cork and Limerick Direct -	July 3, 1860 -	1½	2	2	3	3	nil.	1 18 4
5	72	Great Northern and Western -	July 27, 1857	2¼	2½	3	3	3	2	2 15 10
6	245	Midland Great Western - -	July 21, 1845	2¼	2	4	4½	4½	5	3 14 2
7	16	Athenry and Tuam - -	July 23, 1858	3	3	3	3	3	3	3 0 0
	441									

			Last Price previous to 19th October 1865, for 100*l.* of Shares. £	*s.*	*d.*								
6th Class.—Railways paying above the Funds but less than Commercial Interest (Shares being below par).													
1	56	Dublin and Belfast Junction.	68	0	0	July 21, 1845	3½	3½	3	4	4	4	3 13 4
2	100	Belfast and Northern Counties.	78	0	0	July 21, 1845	3½	4	3	4	4	4½	3 16 8
3	65	Ulster - -	84	0	0	May 19, 1836	4	4½	4½	5	5	5	4 13 4
4	85	Dublin and Wexford.	75	0	0	July 16, 1846	4	5	5	5	3	3	4 3 4
5	75	Dublin and Drogheda.	82	0	0	August 1836	4	4	4	4	4	4½	4 3 4
6	387	Great Southern and Western.	91	0	0	1844 - -	4½	4½	4½	4½	4¼	5	4 10 10
	768												
7th Class.—Railways perfectly successful as a Commercial Speculation (Shares above par).													
1	6	Dublin and Kingstown.	195	10	0	- - -	9	9	9	9	9	9	9 0 0

APPENDIX BA.

RETURNS received from the POST OFFICE, as to the SERVICE rendered

PART 1.

IRISH RAILWAYS.

NAME OF RAILWAY COMPANY.	The Service, *i.e.*, between what Points performed.	Rate of Payment per Single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
BELFAST AND COUNTY DOWN.	Downpatrick to Belfast Belfast to Downpatrick Downpatrick to Belfast	0 $1\frac{3}{4}$	200 0 0	200 0 0	By agreement	Ordinary trains under company's control.
BELFAST AND NORTHERN COUNTIES.	Belfast to Coleraine Coleraine to Belfast					Hours fixed and controlled by Post Office under statutory notice.
	Belfast to Coleraine Coleraine to Belfast Carrick Junction to Carrickfergus. Carrickfergus to Carrick Junction. Carrick Junction to Carrickfergus. Carrickfergus to Carrick Junction. Cookstown Junction to Cookstown. Cookstown to Cookstown Junction. Coleraine to Portrush Portrush to Coleraine Coleraine to Portrush Portrush to Coleraine Other services performed by ordinary trains are included in the same contract payment.	- -	2,950 0 0	2,950 0 0	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
CARRICKFERGUS AND LARNE.	Larne to Carrickfergus day Carrickfergus to Larne mail	0 $0\frac{3}{4}$ 0 $0\frac{7}{8}$	30 0 0	30 0 0	By agreement	Ordinary trains under company's control.
CORK AND BANDON	Cork to Bandon Bandon to Cork Bandon to Cork Cork to Bandon Mail car services between Bandon and Skibbereen, and Bandon and Bantry, are included in the same contract payment.	- -	1,350 0 0	1,350 0 0	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
CORK, BLACKROCK, AND PASSAGE.	Passage to Cork Cork to Passage	0 $1\frac{1}{4}$ 0 $1\frac{1}{4}$	25 0 0	25 0 0	By agreement	Ordinary trains under company's control.
CORK AND LIMERICK (DIRECT).	Charleville to Limerick Limerick to Charleville	0 $0\frac{5}{8}$ 0 $0\frac{5}{8}$	50 0 0	50 0 0	By agreement	Ordinary trains under company's control.
CORK, YOUGHAL, AND QUEENSTOWN.	Cork to Youghal Youghal to Cork Youghal to Cork Cork to Youghal Cork to Queenstown Queenstown to Cork Queenstown to Cork Cork to Queenstown Special trains between Cork and Queenstown for conveyance of American mails, and other services performed by ordinary trains included in same contract payment.	- -	1,150 0 0	1,150 0 0	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
DUBLIN AND BELFAST JUNCTION.	Drogheda to Portadown Portadown to Drogheda Portadown to Drogheda Drogheda to Portadown Banbridge to Scarva Scarva to Banbridge Banbridge to Scarva Scarva to Banbridge Other services performed by ordinary trains included in the same contract payment.	- -	6,000 0 0	6,000 0 0	By contract	Hours fixed and controlled by Post Office under statutory notice. Hours fixed by contract, neither party having power to alter without consent of the other.

Appendix BA.

o that Department by the Railways of the United Kingdom.

Part 1.

Irish Railways.

Hours of Departure.	Hours of Arrival.	Distance. M. F.	Speed, Number of Miles per Hour.	Actual Space occupied by Post Office in the Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants that may be sent in Train.
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
6.0 a.m.	8.30 a.m.	61 4	24½	Company's guards take charge of all mail bags by these trains.			
4.0 p.m.	6.45 p.m.	61 4	22¼				
2.0 p.m.	4.45 p.m.	61 4	22¼				
8.30 a.m.	11.15 a.m.	61 4	22¼				
6.18 a.m.	6.30 a.m.	2 6	13¾				
10.40 a.m.	10.53 a.m.	2 6	12⅝				
2.21 p.m.	2.31 p.m.	2 6	16½				
6.8 p.m.	6.23 p.m.	2 6	11				
7.0 a.m.	8.25 a.m.	29 0	20				
4.10 p.m.	5.35 p.m.	29 0	20				
8 32 a.m.	8.45 a.m.	6 4	30				
3.45 p.m.	3.58 p.m.	6 4	30				
4.42 p.m.	5.0 p.m.	6 4	21⅝				
8.10 a.m.	8.28 a.m.	6 4	21⅝				
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
2.25 a.m.	3.30 a.m.	20 0	18¾	Company's guards take charge of all mail bags by these trains.			
8.35 p.m.	9.25 p.m.	20 0	20				
10.15 a.m.	11.10 a.m.	20 0	21¾				
2.40 p.m.	3.40 p.m.	20 0	20				
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
4.45 a.m.	6.0 a.m.	27 0	21½	With the exception of American mails, company's guards take charge of all mail bags by these trains.			
8.30 p.m.	9.45 p.m.	27 0	21½				
8.0 a.m.	9.10 a.m.	27 0	23½				
4.30 p.m.	5.40 p.m.	27 0	23⅛				
5.0 a.m.	5.30 a.m.	12 0	24				
9.0 p.m.	9.35 p.m.	12 0	20½				
10.0 a.m.	10.35 a.m.	12 0	20½				
2.15 p.m.	2.45 p.m.	12 0	24				
9.38 a.m.	11.37 a.m.	55 2	27¾	Compartment of train guard's van fitted with Post Office apparatus.	No limit - -	Mail guard - -	No limit.
2.38 p.m.	4.37 p.m.	55 2	27¾				
1.35 a.m.	4.10 a.m.	55 2	21⅝				
8.40 p.m.	11.5 p.m.	55 2	22⅝				
10.55 a.m.	11.15 a.m.	7 0	21	Company's guards take charge of all mail bags conveyed by these trains.			
11.25 a.m.	11.45 a.m.	7 0	21				
2.32 p.m.	2.50 p.m.	7 0	23¼				
3.0 p.m.	3.18 p.m.	7 0	23¼				

Part 1.—Irish Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per Single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
Dublin and Drogheda.	Dublin to Drogheda Drogheda to Dublin Dublin to Drogheda Drogheda to Dublin Other services performed by ordinary trains included in the same contract payment.	- -	4,700 0 0	4,700 0 0	By contract	Hours fixed and controlled by Post Office under statutory notice.
Dublin, Wicklow, and Wexford.	Dublin to Kingstown } London Kingstown to Dublin } day mail Dublin to Kingstown } London Kingstown to Dublin } night ml. Other services performed by ordinary trains are included in the same contract payment.	- -	2,000 0 0	2,000 0 0	By contract	By special trains under control of the Post Office
	Dublin to Enniscorthy } day Enniscorthy to Dublin } mail Mail car services between Enniscorthy and Wexford are included in the same contract payment.	- -	700 0 0	700 0 0	Do.	Ordinary trains under company's control.
	Dublin to Enniscorthy } night Enniscorthy to Dublin } mail Mail car services between Enniscorthy and Wexford are included in the same contract payment.	- -	2,000 0 0	2,000 0 0	Do.	Hours partially fixed by the Post Office, company having power to alter within certain limits.
				4,700 0 0		
Dublin and Meath	Dublin to Athboy and Navan Athboy and Navan to Dublin	0 0½ 0 0¼	35 0 0	35 0 0	By agreement	Ordinary trains under company's control.
Great Northern and Western (of Ireland).	Athlone to Castlebar } day Castlebar to Athlone } mail	0 0¾ 0 0¾	140 0 0	- - -	By agreement	Ordinary trains under company's control.
	Athlone to Castlerea } night Castlerea to Athlone } mail	1 10 1 10	1,154 6 3 1,154 6 3	- - -	By contract	Hours fixed by contract, neither party having power to alter without consent of other.
				2,448 12 6		
Irish North-western and Londonderry and Enniskillen.	Dundalk to Enniskillen } day Enniskillen to Dundalk } mail	0 3 0 3	500 0 0	- - -	By agreement	Ordinary trains under company's control.
	Enniskillen to Derry Derry to Enniskillen Derry to Omagh Omagh to Derry And other services performed by ordinary trains are included in the same contract payment.	- -	3,150 0 0	- - -	By contract	Ordinary trains under company's control. Hours fixed and controlled by Post Office under statutory notice.
	Special American mail service between Dundalk and Derry.	- -	1,040 0 0	- - -	By agreement	-
				4,690 0 0		
Great Southern and Western.	Dublin to Cork Cork to Dublin Dublin to Cork Cork to Dublin Kildare to Kilkenny Kilkenny to Kildare Kildare to Kilkenny Kilkenny to Kildare Mallow to Tralee Tralee to Mallow 82 special trains yearly for conveyance of American mails. Other services performed by ordinary trains are included in the same contract payment.	- -	29,500 0 0	29,500 0 0	By contract	Hours fixed and controlled by the Post Office under statutory notice. Hours partially fixed by Post Office, company having power to alter within certain limits.
Limerick, Castleconnell, and Killaloe.	Limerick to Killaloe } day Killaloe to Limerick } mail	0 0¼ 0 0¼	10 0 0	10 0 0	By agreement	Ordinary trains under company's control.
Limerick and Ennis	Limerick to Ennis } day Ennis to Limerick } mail	0 0½ 0 0½	30 0 0	30 0 0	By agreement	Ordinary trains under company's control.
Limerick and Foynes	Limerick to Foynes } day Foynes to Limerick } mail	0 0¼ 0 0¼	20 0 0	20 0 0	By agreement	Ordinary trains under company's control.

* These trains are used solely

Part 1.—Irish Railways – *continued.*

Hours of Departure.	Hours of Arrival.	Distance. M. F.	Speed, Number of Miles per Hour.	Actual Space occupied by Post Office in the Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants that may be sent in Train.
8.30 a.m.	9.33 a.m.	31 6	30 1/6	Compartment of train guard's van fitted with Post Office apparatus.	No limit - -	Mail guard - -	No limit.
4.42 p.m.	5.45 p.m.	31 6	30 1/8				
7.25 p.m.	8.36 p.m.	31 6	26 3/4				
4.15 a.m.	5.25 a.m.	31 6	27 1/8				
7·0 p.m.	7.15 p.m.	6 2	25	A mail van and second-class carriage for H. and K. packet Post Office staff	No limit - -	1 clerk, 5 sorters, and a mail guard.	No limit.*
7.10 a.m.	7.25 a.m.	6 2	25				
6.30 a.m.	6.45 a.m.	6 2	25				
6.10 p.m.	6.25 p.m.	6 2	25				
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
0.40 p.m.	12midnight	34 4	25 3/8	Compartment of train guard's van.	No limit - -	Mail guard - -	No limit.
2.30 a.m.	5.50 a.m.	34 4	25 1/8				
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
8.40 p.m.	10.10 p.m.	33 6	22 1/2	Compartment of a second-class carriage.	No limit - -	Mail guard - -	No limit.
2.15 a.m.	3.55 a.m.	33 6	20 1/4				
- -	- -	- -	- -	Compartment of a composite carriage.	No limit - -	Mail guard - -	No limit.
8.30 a.m.	2.0 p.m.	165 2	39 3/7	Travelling Post Office -	No limit - - -	Mail guard - -	No limit.
1.40 a.m.	5.35 p.m.	165 2	27 7/8				
7.45 p.m.	2.5 a.m.	165 2	26	Travelling Post Office and compartment of tender.	No limit - -	1 clerk and mail guard -	No limit.
0.10 p.m.	4.30 a.m.	165 2	26				
9.45 a.m.	11.35 a.m.	51 0	27 3/4	Company's guards take charge of all mail bags by these trains.			
2.30 p.m.	4.18 p.m.	51 0	28 1/4				
- -	- -	- -	- -	Company's guards take charge of all mail bags sent by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			

for Post Office purposes.

Part 1.—Irish Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per Single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
Londonderry and Coleraine.	Derry to Coleraine Coleraine to Derry					Hours fixed by contract, neither party having power to alter without consent of the other.
	Derry to Coleraine Coleraine to Derry					Hours fixed and controlled by Post Office under statutory notice.
	N. T. Limavady Junction to N. T. Limavady. N. T. Limavady to N. T. Limavady Junction. N. T. Limavady Junction to N. T. Limavady. N. T. Limavady to N. T. Limavady Junction. N. T. Limavady Junction to N. T. Limavady. N. T. Limavady to N. T. Limavady Junction.	- -	1,300 0 0	1,300 0 0	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
Midland Great Western (of Ireland).	Dublin to Galway Galway to Dublin	3 0 3 0	6,917 3 2 6,917 3 2	- -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	Dublin to Galway Galway to Dublin	0 $1\frac{3}{4}$ 0 $1\frac{3}{4}$	600 0 0	- -	By agreement	Ordinary trains under company's control.
	Mullingar to Sligo Sligo to Mullingar	0 $1\frac{3}{4}$ 0 $1\frac{3}{4}$	400 0 0	- -	By agreement	Do. - Do. -
	Cavan Junction to Cavan Cavan to Cavan Junction	0 $0\frac{1}{2}$ 0 $0\frac{1}{2}$	35 0 0	- -	By agreement	Do. - Do. -
	Athenry to Tuam Tuam to Athenry	0 $1\frac{1}{4}$ 0 $1\frac{1}{4}$	50 0 0	- -	By agreement	Do. - Do. -
				14,919 6 4		
Newry and Armagh	Newry to Goragh Wood Goragh Wood to Newry Newry to Goragh Wood Goragh Wood to Newry	0 0 0 0 0 0 0 0	10 0 0	10 0 0	By agreement	Ordinary trains under company's control.
The Ulster	Belfast to Portadown day mail. Portadown to Belfast day mail.					Hours fixed and controlled by Post Office under statutory notice.
	Belfast to Portadown night mail. Portadown to Belfast night mail. Use of Lisburn and Banbridge line and other services performed by ordinary trains are included in the same contract payment.	- -	4,300 0 0	- -	By contract	Do. -
	Clones to Omagh Omagh to Clones	0 $6\frac{1}{8}$ 0 $6\frac{1}{8}$	1,500 0 0	- -	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
				5,800 0 0		
Waterford and Kilkenny.	Waterford to Kilkenny Kilkenny to Waterford	0 6 0 6	242 11 6 242 11 6	- -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
				485 3 0		
Waterford and Tramore.	Waterford to Tramore day mail. Tramore to Waterford day mail.	0 $0\frac{3}{4}$ 0 $0\frac{3}{4}$	15 0 0	- -	By agreement	Ordinary trains under company's control.
	Waterford to Tramore night mail. Tramore to Waterford night mail.	0 $1\frac{3}{4}$ 0 $1\frac{3}{4}$	40 0 0	- -	By agreement	
				55 0 0		
Waterford and Limerick.	Limerick to Waterford Limerick Junction to Limerick Waterford to Limerick Limerick to Waterford Other services performed by ordinary trains are included in the same contract payment.	- -	3,000 0 0	- -	By contract	Hours fixed by contract, neither party having power to alter without consent of the other.
	Limerick to Limerick Junction Waterford to Limerick Junction	- -	*150 0 0	- -	- - -	Ordinary trains under company's control.
				3,150 0 0		

* This payment will cease if the train

3rd Nov. 1865.

J. Allen, Inspector of Mails.

Part 1.—Irish Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance. M. F.	Speed, Number of Miles per Hour.	Actual Space occupied by Post Office in the Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants that may be sent in Train.
7.0 a.m.	8.25 a.m.	33 0	23¼				
4.45 p.m.	6.15 p.m.	33 0	22				
2.45 p.m.	4.0 p.m.	33 0	26⅜				
8.35 a.m.	10.0 a.m.	33 0	23¼				
7.47 a.m.	8.0 a.m.	3 2	15				
7.30 a.m.	7.43 a.m.	3 2	15				
9.32 a.m.	9.45 a.m.	3 2	15	Company's guards take charge of all mail bags by these trains.			
9.15 a.m.	9.28 a.m.	3 2	15				
3.17 p.m.	3.30 p.m.	3 2	15				
3.0 p.m.	3.13 p.m.	3 2	15				
5.37 p.m.	5.50 p.m.	3 2	15				
5.20 p.m.	5.33 p.m.	3 2	15				
7.30 p.m.	12.30 a.m.	126 2	25¼	Compartment of train guard's van.	No limit - -	Mail guard - -	No limit.
12.0 midnight.	5.15 a.m.	126 2	24				
- -	- -	- -	- -	Compartment of train guard's van fitted with Post Office apparatus.	No limit - -	Mail guard - -	No limit.
- -	- -	- -	-	Company's guards take charge of all mail bags by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
1.45 p.m.	2.33 p.m.	25 2	31½	Compartment of train guard's van fitted with Post Office apparatus.	No limit - -	Mail guard - -	No limit.
11.42 a.m.	12.30 p.m.	25 2	31¼				
9.30 p.m.	11.5 p.m.	25 2	15⅞	Compartment of train guard's van.	No limit - -	Mail guard - -	No limit.
1.35 a.m.	3.40 a.m.	25 2	12				
9.15 p.m.	2.5 a.m.	80 2	16⅛	Travelling Post Office -	No limit - - -	1 clerk and mail guard -	No limit.
10.20 p.m.	3.25 a.m.	80 2	15¾				
12.50 p.m.	2.20 p.m.	- -	- -	Company's guards take charge of all mail bags by these trains.			
11.45a.m.	1.20 p.m.						
- -	- -	- -	- -	Company's guards take charge of all mail bags by these trains.			
11.0 a.m.	2.35 p.m.	77 0	21⅜	Portion of train guard's van.	No limit - -	Messenger to and from Limerick Junction.	No limit.
12.24 p.m.	1.20 p.m.	22 0	23⅓				
8.30 p.m.	1.20 a.m.	77 0	15⅞	Compartment of second-class carriage.	No limit - -	Mail guard - -	No limit.
10.45 p.m.	3.45 a.m.	77 0	15⅜				
- -	- -	- -	- -	Train guards take charge of all mail bags by these trains.			

do not fit to the up Cork day mail.

G. C. Cornwall, Secretary General Post Office, Dublin.

PART 2. - - - - - -

ENGLISH AND SCOTCH RAILWAYS. - - - - -

NAME OF RAILWAY COMPANY.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
BIRKENHEAD -	Chester to Birkenhead -	3 0	821 5 0	- - -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	Birkenhead to Chester -	1 6	410 12 6	- - -	Do. -	Do. - -
	Warrington to Chester -	1 2¾	1,000 0 0	- - -	Do. -	Do. - -
	General use of all ordinary trains between Chester and Birkenhead.	- -	50 0 0	- - -	Do. -	No control whatever exercised over ordinary trains employed.
	General use of all ordinary trains between Manchester and Chester.	- -	150 0 0	- - -	Do. -	
				2,431 17 6		
BRECON AND MERTHYR	Dowlais to Brecon - -	0 1	25 0 0	- - -	By agreement	Ordinary trains under company's control.
	Brecon to Dowlais - -	0 1	25 0 0	- - -	Do. -	
				50 0 0		
BRISTOL AND EXETER	Bristol to Exeter - -					Hours fixed and controlled by Post Office under statutory notice.
	Exeter to Bristol - -	- -	9,875 0 0	- - -	By contract -	Do. - -
	Bristol to Exeter - -					Do. - -
	Exeter to Bristol - -					Do. - -
	All other services performed by ordinary trains are included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Special trains - - -	3 6 (about)	13 0 0	- - -	By agreement	- - - -
				9,888 0 0		
COCKERMOUTH AND WORKINGTON.	Cockermouth and Workington (Three trains each way, week days.) (One train from Cockermouth on Sundays.)	0 1½	104 0 0	104 0 0	By agreement	Ordinary trains under company's control.
CAMBRIAN AND LONDON AND NORTH-WESTERN.	Shrewsbury to Aberystwith -					Hours fixed by contract -
	Aberystwith to Shrewsbury -	0 9½	2,361 3 4	- - -	By contract -	Do. - -
	Caersws Junction to Llanidloes					Do. - -
	Llanidloes to Caersws Junction					Do. - -
	Shrewsbury to Aberystwith -					
	Aberystwith to Shrewsbury -	- -	50 0 0	- - -	Do. -	Ordinary trains under company's control.
	Caersws Junction to Llanidloes					
	Llanidloes to Caersws Junction			2,411 3 4		
CHESTER AND HOLYHEAD. (For remaining services performed over the Chester and Holyhead Railway *see* "London and North-western."	Chester to Holyhead - -					Hours fixed and controlled by Post Office under statutory notice.
	Holyhead to Chester - -	- -	30,000 0 0	- - -	By agreement	Do. - -
	All other services performed by ordinary trains included in same payment - -					No control whatever exercised over ordinary trains employed.
	Bangor to Carnarvon - -	0 7½	200 0 0	- - -	Do. -	Ordinary trains under company's control.
	Carnarvon to Bangor - -					
				30,200 0 0		
COLNE VALLEY -	Halstead to Chappel - -	0 1	15 0 0	15 0 0	By agreement	Ordinary trains under company's control.
	Chappel to Halstead - -					
CORNWALL - -	Plymouth to Falmouth -					Hours fixed and controlled by Post Office under statutory notice.
	Falmouth to Plymouth -					Do. - -
	Plymouth to Falmouth -	- -	5,500 0 0	- - -	By contract -	Ordinary trains under company's control.
	Falmouth to Plymouth -					Do. - -
	All other services performed by ordinary trains are included in same contract payment.					No control whatever exercised over ordinary trains employed.

* Between Bangor and Holyhead the mail

Part 2.

English and Scotch Railways.

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
2.30 a.m.	3.5 a.m.	15	25⅝	1 mail tender	1 carriage	1 mail guard	No limit.
10.15 p.m.	11.0 p.m.	15	20	Do.	Do.	Do.	Do.
12.6 a.m.	12.41 a.m.	18	30¾	Portion of train guard's van.	Do	None	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
12.40 a.m.	3.10 a.m.	75½	30⅕	2 sorting carriages and 1 tender.	No limit	1 clerk, 8 sorters	No limit.
9.55 p.m.	12.25 a.m.	75½	30⅕	Do.	Do.	Do.	Do.
6.45 a.m.	9.35 a.m.	75½	26½	2 compartments of 2nd-class carriage.	1 carriage	1 clerk, 1 mail guard	Do.
4.15 p.m.	6.40 p.m.	75½	31	Do.	Do.	Do.	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	-	-	-	No limit	-	No limit.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
		m. ch.					
3.30 a.m.	10.0 a.m.	81 26	12½				
6.0 a.m. (Sundays.)	10.35 a.m.						
5.30 p.m.	9.30 p.m.	81 26	20¼	Portion of train guard's van.	No limit	None	No limit.
6.35 a.m.	7.0 a.m.	6 60	16				
8.5 a.m. (Sundays.)	8.25 a.m.						
7.20 p.m.	7.42 p.m.	6 60	18				
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
2.21 a.m.	4.45 a.m.	85	35¼	1 sorting carriage between* Chester and Bangor.	No limit	1 clerk and 3 sorters from Chester to Bangor.	No limit.
8.20 p.m.	10.59 p.m.	85	32	1 sorting carriage between* Bangor and Chester.	Do.	1 clerk and 3 sorters from Bangor to Chester.	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
5.40 a.m.	8.40 a.m.	65½	21¾	1 sorting carriage	1 carriage	1 clerk and one sorter from Plymouth to Perran; 1 sorter from Perran to Falmouth; 1 mail guard.	No limit.
4.0 p.m.	7.0 p.m.	65½	21¾	Do.	Do.	1 clerk from Truro to Plymouth; 1 mail guard.	Do.
-	-	-	-	Do.	1 compartment of a 2nd-class carriage.	1 clerk from Plymouth to Truro; 1 mail guard.	Do.
-	-	-	-	Do.	Do.	1 clerk and one sorter from Perran to Plymouth; 1 mail guard.	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			

* bags are sent in charge of the train guard.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
Cowes and Newport	Cowes to Newport Newport to Cowes	- -	23 9 6	23 9 6	By agreement	Ordinary trains under company's control.
Great Eastern	London and Ely	1 8				Hours fixed and controlled by Post Office under statutory notice.
	Ely and London	1 8	4,395 4 2	- - -	By agreement	Do.
	Ely to Yarmouth	2 1	5,626 14 8	- - -	Do.	Do.
	Yarmouth to Ely	2 1				Do.
	London to Colchester	1 8	3,102 10 0	- - -	By award	Do.
	Colchester to London	1 8				Do.
	Colchester to Ipswich	2 0½	1,259 5 0	- - -	Do.	Do.
	Ipswich to Colchester	2 0½				Do.
	Ely to Peterborough	2 1½	2,299 10 0	- - -	Do.	Do.
	Peterborough to Ely	2 1½				Do.
	London to Norwich	0 4	657 6 0	- - -	By agreement	Do
	Yarmouth to London	0 4	764 4 10	- - -	Do.	Do.
	London to Yarmouth viâ Ipswich.	0 8	1,398 1 4	- - -	Do.	Do.
	Ipswich to London Norwich to Ipswich	- -	- - -	- - -	- - -	Do.
	Ipswich to London Harleston to Beccles Tivetshall to Bungay	0 2¾	807 5 7	- - -	By agreement	
	Peterborough to Ely	0 2¼	86 1 6	- - -	Do.	
	March to Wisbeach	0 1¾	19 11 3	- - -	Do.	
	Wisbeach to March	0 1¾	19 11 3	- - -	Do.	
	St. Ives to Cambridge	0 0¼	5 0 0	- - -	Do.	
	Cambridge to St. Ives	0 1¾	35 4 3	- - -	Do.	
	Reedham to Lowestoft	0 1	15 13 0	- - -	Do.	
	Lowestoft to Beccles	0 1¼	15 13 0	- - -	Do.	
	Lowestoft to Reedham	0 1	18 5 0	- - -	Do.	
	Wisbeach to Peterborough	0 2	62 12 0	- - -	Do.	
	Hitchin to Baldock and Royston.	0 1¾	31 6 0	- - -	Do.	
	Cambridge to London	0 1¾	148 13 6	- - -	Do.	
	Manningtree to Harwich Harwich to Manningtree	0 1½	43 0 9	- - -	Do.	
	Bury to Haughley	0 2	31 6 0	- - -	Do.	
	Haughley to Bury	0 2	31 6 0	- - -	Do.	
	Marks Tey to Sudbury Sudbury to Marks Tey	0 0⅞	25 0 0	- - -	Do.	
	Witham to Maldon Maldon to Witham	0 1⅜	20 0 0	- - -	Do.	Ordinary trains under company's control.
	Beccles to Ipswich Ipswich to Beccles	0 0⅞	100 0 0	- - -	Do.	
	Cambridge to Newmarket	0 1¼	25 0 0	- - -	Do.	
	Newmarket to Cambridge	0 0⅝	12 10 0	- - -	Do.	
	Whittlesea to Peterborough	0 1½	10 0 0	- - -	Do.	
	Wymondham to Swaffham Wells.	0 1	45 0 0	- - -	Do.	
	Saxmundham to Leiston and Aldboro'.	0 1¼	15 13 0	- - -	Do.	
	Lynn to Ely	0 1¾	62 12 0	- - -	Do.	
	Ely to Downham	0 1¾	36 7 0	- - -	Do.	
	Wisbeach to Lynn	0 1¾	36 7 0	- - -	Do.	
	Lynn to Wisbeach	0 1¾	36 7 0	- - -	Do.	
	Witham to Braintree Braintree to Witham	0 1¼	23 9 6	- - -	Do.	
	Broxbourne to Ware and Hertford. Hertford, Ware, and Broxbourne.	0 1⅜	25 0 0	- - -	Do.	
	Broxbourne and Buntingford Buntingford and Broxbourne	0 0⅜	10 0 0	- - -	Do.	
				21,356 10 7		
Great Northern	Peterborough to Gt. Grimsby Gt. Grimsby to Peterborough	2 2	6,205 0 0	- - -	By award	Hours fixed and controlled by Post Office under statutory notice.
	London to York	0 10	2,490 19 2	- - -	By award	Do. Hours fixed by statutory notice, but company can alter the hours or discontinue the train by giving two months' notice.
	Peterborough to Boston	0 3	121 5 9	- - -		
	Knottingley to Leeds	0 3	88 0 7	- - -		

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
8.40 p.m.	12.0 midnight.	72¼	21½	1 sorting carriage between London and Cambridge; 1 tender between Cambridge and Ely.	1 carriage - -	1 clerk and 2 sorters to Cambridge; 1 mail guard from Cambridge to Ely.	No limit.
2.30 a.m.	4.15 a.m.	72¼	19¼	1 tender between Ely and Cambridge; 1 sorting carriage between Cambridge and London.	Do. - -	1 mail guard from Ely to Cambridge; 1 clerk and 2 sorters from Cambridge to London.	Do.
2.35 a.m.	3.30 a.m.	74¼	25¼	1 mail tender - -	Do. - -	1 mail guard - -	Do.
8.40 p.m.	12.0 midnight.	74¼	22¼	Do. - -	Do. - -	Do. - -	Do.
8.30 p.m.	10.38 p.m.	51¼	24	1 sorting carriage -	Do. - -	1 clerk and 1 sorter -	Do.
2.0 a.m.	4.30 a.m.	51¼	20½	Do. - -	Do. - -	Do. - -	Do.
0.42 p.m.	11.25 p.m.	16¾	23¼	Do. - -	Do. - -	Do. - -	Do.
1.20 a.m.	2.0 a.m.	16¾	25	Do. - -	Do. - -	Do. - -	Do.
2.30 a.m.	1.45 a.m.	29¾	23¾	1 mail tender - -	Do. - -	1 mail guard - -	Do.
0.58 p.m.	11.58 p.m.	29¾	29¾	Do. - -	Do. - -	Do. - -	Do.
0.57 a.m.	3.45 p.m.	126	26¼	1 compartment of carriage	1 compartment, or so much as the Postmaster General shall deem necessary, of the inside of a 2nd-class carriage.	Do. - -	Do.
9.25 a.m.	3.40 p.m.	146½	23	Do. - -	Do. - -	Do. - -	Do.
9.15 a.m.	2.45 p.m.	134	24¼	Do. - -	Do. - -	Do. - -	Do.
1.25 p.m.	4.0 p.m.	68	26¼	Do. - -	Do. - -	Do. - -	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
2.0 a.m.	4.35 a.m.	78½	30	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail guard - -	No limit.
8.18 p.m.	10.46 p.m.	78½	31½	Do. - - -	Do. - - -	Do. - - -	Do.
9.0 a.m.	2.0 p.m.	191	38⅕	Portion of carriage equal to two compartments of ordinary 2nd-class carriage.	Two-thirds of a railway carriage.	Do. - - -	1 mail guard.
10.48 a.m.	12.5 p.m.	31	24¼	Portion of train guard's van	Not specified - -	None - - -	Not specified.
1.23 p.m.	2.5 p.m.	22	31¼	Do. - -	Do. - - -	Do. - - -	Do.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
Great Northern—*cont.*	Louth to Grimsby	0 2	85 3 4	- - -	By agreement.	
	Grimsby to Louth					
	Grantham to Nottingham	0 2¼	65 0 0	- - -	Do.	
	Hatfield, Welwyn, Stevenage, Hitchin to London					
	Peterborough to Grantham					
	Do. to do.					
	Do. to Wakefield					
	Do. to Leeds					
	Grantham to Peterborough					
	Newark to do.					
	Retford to do.					
	Doncaster to do.					
	Sheffield to do.					
	Wakefield to do.					
	Leeds to do.					
	Spalding to London					
	Biggleswade, St. Neots, Huntingdon to London					
	Wortley Junction to Bradford					
	Do. to Halifax					
	Boston to Lincoln					
	Do. do.					
	Do. do.					
	Do. to Alford, Louth, Grimsby				By agreement, the sum being arrived at by calculating the weight of bags at parcel rates.	
	Lincoln to Boston					
	Do. do.	- -	650 11 0	- - -		
	Horncastle to Lincoln					
	Spalding to Holbeach					
	Grantham to Sleaford					
	Do. do.					Ordinary trains under company's control.
	Sleaford to Grantham					
	Do. to Peterborough					
	Holbeach to London					
	Lincoln to Saxilby					
	Saxilby to Lincoln					
	Essendine to Bourne					
	Do. to Stamford					
	Peterborough to London					
	Luton to Dunstable					
	Do. do.					
	Do. do.					
	Dunstable to Luton					
	Halifax, Bradford, Leeds, Huddersfield to London					
	Peterborough to Retford					
	Retford to Peterborough					
	Do. do.					
	Hull to London					
	Boston to Firsby					
	Grantham to Nottingham					
	Do. to London					
	Peterborough to Retford					
	Leeds to Gildersome					
	Gildersome to Leeds					
	Boston to Horncastle				By agreement, the sum being arrived at by calculating the weight of bags at parcel rates.	
	York to Doncaster					
	Doncaster to Milford Junction		(about)			
	Grantham to Peterborough	- -	79 0 2	- - -		
	Doncaster to London					
	Ossett to Westgate					
	Do. do.					
	Do. do.					
	Westgate to Ossett			9,785 0 0		
Great Western	London to Bristol					
	Bristol to London					
	London to Bristol					
	Bristol to London					
	Swindon to Cheltenham					
	Didcot to Oxford					
	Oxford to Didcot	- -	28,000 0 0	- - -	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Gloucester to Grange Court					
	Grange Court to Gloucester					
	Gloucester to Grange Court					
	Grange Court to Gloucester					

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
8.46 p.m.	12.30 a.m.	118¼	31½	2 sorting carriages, 1 tender	No limit - - -	1 clerk, 10 porters -	No limit.
12.35 a.m.	4.19 a.m.	118¼	31½	Do. - -	Do. - - -	Do. - -	Do.
9.15 a.m.	12.25 p.m.	118¼	37¼	1 mail tender - -	Do. - - -	1 mail guard - -	Do.
1.15 p.m.	4.45 p.m.	118¼	33½	Do. - -	Do. - - -	Do. - -	Do.
11.7 p.m.	1.5 a.m.	44¼	22½	Portion of train guard's van	Do. - - -	None - - -	Do.
10.35 a.m.	11.0 a.m.	10¼	24⅔	Do. - -	Do. - - -	Do. - - -	Do.
2.20 p.m.	2.45 p.m.	10¼	24⅔	Do. - -	Do. - - -	Do. - - -	Do.
12.50 a.m.	1.5 a.m.	7½	26½	1 compartment of carriage	1 compartment of carriage fitted up in such manner as the Postmaster General shall require.	1 mail guard - -	Do.
10.32 p.m.	10.47 p.m.	7½	26⅔	Do. - -	Do. - -	Do. - - -	Do.
6.45 a.m.	7.5 a.m.	7½	22½	Portion of train guard's van.	Do. - -	None - - -	Do.
7.28 p.m.	7.48 p.m.	7½	22½				

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
Great Western—*cont.*	Swindon to Gloucester (on Sunday nights).	4 8	450 0 0	- - -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	All other services performed by ordinary trains on Great Western division are included in the contract payment of 28,000*l.* per annum.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Gloucester to New Milford					Hours fixed and controlled by Post Office under statutory notice.
	New Milford to Gloucester	- -	20,750 0 0	- - -	By contract	Do. -
	All other services performed by ordinary trains on South Wales division included in same payment.					No control whatever exercised over ordinary trains employed.
	Kidderminster to Dudley	0 2	32 11 9	- - -	By agreement	
	Leominster to Kington	0 $7\frac{1}{2}$	300 0 0	- - -	Do.	
	Kidderminster to Dudley Port	0 $4\frac{1}{2}$	250 0 0	- - -	Do.	
	Handboro' to Worcester	0 $1\frac{5}{16}$	200 0 0	- - -	Do.	
	Chipping Norton and Chipping Norton Junction.	0 $2\frac{5}{8}$	30 0 0	- - -	Do.	Ordinary trains under company's control.
	Worcester to Malvern	0 $1\frac{1}{4}$	105 0 0	- - -	Do.	
	Wolverhampton to Worcester	0 2	87 7 7	- - -	Do.	
	Worcester to Kidderminster	0 2	39 0 0	- - -	Do.	
	Oxford to Witney	0 2	61 5 3	- - -	Do.	
	Ruabon to Llangollen	0 $0\frac{3}{4}$	15 0 0	- - -	Do.	
	Abingdon Branch	- -	25 0 0	- - -	Do.	
	Berks and Hants Extension	- -	60 0 0	- - -	Do.	
	Calne Branch	- -	25 0 0	- - -	Do.	Fixed annual payment made for the general use of all ordinary trains on these branch lines.
	East Somerset Extension	- -	50 0 0	- - -	Do.	
	Farringdon do.	- -	25 0 0	- - -	Do.	
	Hereford, Ross, and Gloucester Extension.	- -	200 0 0	- - -	Do.	
	Wycombe and Thame Extension	- -	35 0 0	- - -	Do.	
				50,740 4 7		
Isle of Wight	Ryde to Shanklin Shanklin to Ryde	- -	31 5 6	31 5 6	Do.	Ordinary trains under company's control.
Knighton	Craven Arms to Knighton Knighton to Craven Arms	0 3	95 0 0	95 0 0	Do.	Do.
Lancashire and Yorkshire.	Heaton Lodge to Normanton					Hours fixed and controlled by Post Office under statutory notice.
	Normanton to Heaton Lodge					Do.
	Normanton to Sowerby Bridge (Sundays).					Do.
	Mirfield to Bradford					Do.
	Normanton to Halifax					Do.
	Manchester to Normanton	- -	6,500 0 0	6,500 0 0	By contract	Do.
	Manchester to Normanton					Hours fixed by contract
	Liverpool to Blue Pits					Do.
	Halifax to Normanton					Ordinary train under company's control.
	Normanton to Manchester					Do.
	All other services performed by ordinary trains are included in the same contract payment.					No control whatever exercised over ordinary trains employed.
Llanelly	Llanelly to Llandilo Llandilo to Llanelly	0 1	39 0 0	39 0 0	By agreement	Ordinary trains under Company's control.
London, Brighton, and South Coast.	London Bridge to Brighton					Hours fixed and controlled by Post Office under statutory notice.
	Brighton to Red Hill	0 2	209 19 5	- - -	Do.	Do.
	London Bridge to Brighton					Hours fixed by contract
	Brighton to Red Hill	0 $3\frac{5}{8}$	552 0 0	- - -	By contract	Do.
	London Bridge to Brighton Do. do. Do. do.	- -	245 0 0	- - -	By agreement	Ordinary trains under company's control.
	Brighton to London Bridge Do. do. Do. do.					

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
11.7 p.m.	12.35 a.m.	36¾	25	Portion of train guard's van	1 compartment of carriage fitted up in such manner as the Postmaster General shall require.	None - - -	No limit.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
12.50 a.m.	6.50 a.m.	171¼	28½	1 compartment of van -	1 compartment of carriage fitted up in such manner as the Postmaster General shall require.	1 mail guard - -	Do.
5.0 p.m.	10.47 p.m.	171¼	29½	Do. - -	Do. - -	Do. - -	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
1.58 a.m.	2.28 a.m.	13¾	27½	1 sorting carriage -	No limit - - -	1 clerk and 4 sorters -	No limit.
10.31 p.m.	11.1 p.m.	13¾	27½	Do. - -	Do. - - -	Do. - -	Do.
3.30 a.m.	5.5 a.m.	22¾	14¼	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail messenger - -	Do.
5.10 a.m.	5.42 a.m.	11	20½	Portion of train guard's van	No limit - - -	None - - -	Do.
3.30 a.m.	6.0 a.m.	26¾	10½	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail messenger - -	Do.
10.15 p.m.	1.45 a.m.	50¾	14½	Portion of train guard's van	No limit - - -	None - - -	Do.
10.15 a.m.	12.35 p.m.	50¾	21¾	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail guard - -	Do.
7.50 a.m.	10.13 a.m.	41	17¼	Portion of train guard's van	No limit - - -	None - - -	Do.
8.10 p.m.	9.30 p.m.	26¾	20	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail messenger - -	Do.
11.5 a.m.	1.45 p.m.	50¾	19	Do. - -	Do. - -	1 mail guard - -	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
10.0 a.m.	11.15 a.m.	50½	40	Portion of train guard's van - - -	One box or imperial to be fitted on a 1st-class carriage, together with a seat for the mail guard - -	None - - -	1 mail guard.
11.30 a.m.	12.52 p.m.	29¼	21½				
10.20 p.m.	11.40 p.m.	50½	37½	1 compartment of train guard's van - -	No limit - - -	1 mail messenger - -	No limit.
12.30 a.m.	2.14 a.m.	29¼	16¾				
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
London, Brighton, and South Coast —*cont.*	Brighton to Portsmouth	0 3	348 4 3	- - -	By agreement	
	Portsmouth to Brighton					
	Brighton to Hastings	0 3	270 14 11	- - -	Do.	
	Hastings to Brighton					
	Three Bridges to Horsham	0 1	22 0 9	- - -	Do.	
	Horsham to Three Bridges					
	Three Bridges to East Grinstead	0 1	17 14 9	- - -	Do.	
	East Grinstead to Three Bridges					
	Polegate to Eastbourne	0 2	23 9 6	- - -	Do.	
	Eastbourne to Polegate					
	Leatherhead to London	0 3¼	30 0 0	- - -	Do.	
	Three Bridges to Petworth					Ordinary trains under company's control.
	London to Hastings					
	Red Hill to London Bridge					
	Petworth to Three Bridges					
	Lewes to London				By agreement the sum being arrived at by calculating the weight of bags at parcel rates	
	Uckfield to Lewes					
	Hastings to London					
	Brighton to Victoria Station		(about)			
	Brighton to Worthing	- -	154 11 2	- - -		
	Brighton to Portsmouth					
	Worthing to Brighton					
	Portsmouth to Brighton					
	Lewes to Uckfield					
	Lewes to Newhaven					
	Lewes to Seaford					
	Newhaven to Lewes					
	Seaford to Lewes			1,873 14 9		
London, Chatham, and Dover.	Faversham to Rochester	- -	93 18 0	93 18 0	By agreement	Ordinary trains under company's control.
	Rochester to Faversham					
London and North-western.	London to Newton					
	Newton to London					
	London to Newton					
	Birmingham to Rugby					
	Rugby to Birmingham					
	Birmingham to Stafford					
	Stafford to Birmingham					
	Tamworth to Stafford					
	Stafford to Tamworth					
	Stockport to Newton					
	Newton to Stockport					
	Liverpool to Newton					
	Newton to Liverpool					
	Chester to Crewe	- -	55,500 0 0	- - -	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Crewe to Chester					
	Chester to Crewe					
	Crewe to Chester					
	Newton to Liverpool					
	Crewe to Heaton Lodge					
	Heaton Lodge to Crewe					
	Manchester to Crewe					
	Crewe to Manchester					
	Newton to Manchester					
	Rugby to Birmingham					
	Birmingham to Rugby					
	Stafford to Birmingham					
	Birmingham to Stafford					
	Liverpool to London					
	Warrington to Liverpool					
	Leamington to Birmingham					
	Blisworth to Peterborough					
	Peterborough to Blisworth					
	Manchester to Crewe					
	Crewe to Manchester					
	Birmingham to Leamington					
	Leamington to Birmingham (return engine)	0 11¾	1,000 0 0	- - -	By agreement	
	Liverpool to Newton Bridge	1 0	287 8 9	- - -	Do.	

* No district carriage by up mail on Saturdays, or down mail on Sundays.

† One sorting carriage

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.				
- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.				
8.45 p.m.	1.20 a.m.	187¼	40¾	3 sorting carriages* and 3 tenders.	No limit - - -	1 clerk and 13 sorters from London to Rugby; 1 clerk and 12 sorters from Rugby to Newton.	No limit.
11.46 p.m.	4.37 a.m.	187¼	38½	Do. - - -	Do. - - -	1 clerk and 12 sorters from Newton to Rugby; 1 clerk and 13 sorters from Rugby to London.	Do.
9.0 a.m.	1.54 p.m.	187¼	38	2 sorting carriages,† (1 tender on Saturdays.)	Do. - - -	1 clerk and 2 sorters from London to Stafford; 1 clerk and 5 sorters from Stafford to Warrington; 1 clerk and 2 sorters from Warrington to Newton.	Do.
1.20 a.m.	2.20 a.m.	30¼	30¼	1 break van - -	1 carriage - -	1 mail messenger -	Do.
11.20 p.m.	12.15 a.m.	30¼	33	Do. - - -	Do. - - -	Do. - - -	Do.
10.30 p.m.	11.25 p.m.	28¾	31¼	1 tender - - -	1 letter bag carrge or tender	1 mail guard - -	Do.
1.35 a.m.	2.31 a.m.	28¾	30¾	Do. - - -	Do. - - -	Do. - - -	Do
1.25 a.m.	1.59 a.m.	23	40½	1 sorting carriage -	1 carriage - -	1 clerk and 5 sorters -	Do.
11.12 p.m.	11.46 p.m.	23	40½	Do - - - -	Do. - - -	Do. - - -	Do.
12.15 a.m.	12.55 a.m.	21	31½	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	Mail guard - -	Do.
11.50 p.m.	12.39 a.m.	21	25¼	Do. - - -	Do. - - -	Do. - - -	Do.
11.0 p.m.	11.30 p.m.	15¾	31½	Do. - - -	Do. - - -	Do. - - -	Do.
1.35 a.m.	2.10 a.m.	15¾	27	Do. - - -	Do. - - -	Do. - - -	Do.
11.10 p.m.	11.45 p.m.	21¼	36¼	1 sorting carriage -	No limit - - -	1 clerk and 4 sorters -	Do.
1.40 a.m.	2.15 a.m.	21¼	36¼	Do. - - -	Do. - - -	Do. - - -	Do.
12.5 p.m.	1.0 p.m.	21¼	23	Portion of train guard's van	Do. - - -	None - - -	Do.
1.25 p.m.	2.15 p.m.	21¼	25½	Do. - - -	Do. - - -	Do. - - -	Do.
4.36 a.m.	5.16 a.m.	15¾	23½	Do. - - -	Do. - - -	Do. - - -	Do.
11.54 p.m.	1.58 a.m.	54¼	26¾	1 sorting carriage -	Do. - - -	1 clerk and 3 sorters -	Do.
11.1 p.m.	12.55 a.m.	54¼	28½	Do. - - -	Do. - - -	Do. - - -	Do.
11.0 p.m.	11.54 p.m.	31	34	1 sorting carriage & 1 tender	Do. - - -	3 sorters and 1 mail guard	Do.
1.32 a.m.	2.45 a.m.	31	34½	Do. - - -	Do. - - -	Do. - - -	Do.
4.36 a.m.	5.5 a.m.	15¾	32½	Portion of train guard's van	Do. - - -	None - - -	Do.
11.5 a.m.	12.0 noon	30¼	33	Do. - - -	Do. - - -	Do. - - -	Do.
2.7 p.m.	2.57 p.m.	30¼	36¼	Do. - - -	Do. - - -	Do. - - -	Do.
1.55 p.m.	3.5 p.m.	28¾	24½	Do. - - -	Do. - - -	Do. - - -	Do.
11.15 a.m.	12.10 p.m.	28¾	31¼	Do. - - -	Do. - - -	Do. - - -	Do.
11.30 a.m.	5.15 p.m.	201¾	35	1 sorting carriage -	Do. - - -	1 clerk and 2 sorters‡ -	Do.
1.45 p.m.	2.30 p.m.	19¼	26	1 sorting tender - -	Do. - - -	3 sorters - - -	Do.
9.10 p.m.	10.15 p.m.	28¾	26	1 compartment of carriage	1 carriage - -	1 mail messenger - -	Do.
11.25 a.m.	1.20 p.m.	47¼	24½	Do. - - -	1 compartment of carriage of whatever class most convenient to company.	Do. - - -	Do.
6.40 a.m.	8.40 a.m.	47¼	23½	Do. - - -	Do. - - -	Do. - - -	Do.
12.0 noon	12.50 p.m.	31	37	Portion of train guard's van	No limit - - -	None - - -	Do.
1.10 p.m.	2.5 p.m.	31	33¾	Do - - - -	Do. - - -	Do. - - -	Do.
2.40 a.m.	3.40 a.m.	28¼	28¼	1 compartment of carriage	1 carriage - -	1 mail messenger - -	Do.
4.0 a.m.	4.30 a.m.	15¾	31½	Portion of train guard's van	No limit - - -	None - - -	Do.

runs from Stafford only.

‡ One sorter only part of the way.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
London and North Western—*cont.*	London to Holyhead					
	Holyhead to London					
	London to Holyhead	- -	20,000 0 0	- - -	By contract	Hours fixed by contract
	Holyhead to London					
	Holyhead to Crewe (Sunday)					
	Crewe to Holyhead					
	Extra allowance for limitation of traffic by and acceleration of Scotch night mail	- -	5,519 0 0	- - -	By agreement.	
	All other services performed by ordinary trains are included in the general contract payment of 55,500*l.* per annum	- -	- - -	- - -	- -	No control whatever exercised over ordinary trains employed.
	Watford and St. Alban's Branch	- -	20 0 0	- - -	By agreement	
	Crewe to Whitchurch	0 $9\frac{1}{16}$	10 0 0	- - -	Do.	
	Whitchurch to Crewe	0 $9\frac{1}{16}$	10 0 0	- - -	Do.	
	Warrington to Widnes Dock	0 $0\frac{1}{2}$	10 0 0	- - -	Do.	
	Widnes Dock to Warrington					
	Hinckley Branch	- -	10 0 0	- - -	Do.	Ordinary trains under Company's control.
	Bedford and Cambridge Branch	- -	20 0 0	- - -	Do.	
	Sutton Coldfield Branch	- -	10 0 0	- - -	Do.	
	Stockport and Buxton Branch	- -	30 0 0	- - -	Do.	
	Eccles, Tyldesley, and Wigan Branch.	- -	25 0 0	- - -	Do.	
	Warrington and Lymm Branch	- -	10 0 0	- - -	Do.	
				82,461 8 9		
London and North Western (Lancaster and Carlisle Section).	Preston to Carlisle					
	Carlisle to Preston	- -	18,206 0 0	18,206 0 0	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Preston to Carlisle					Do.
	Carlisle to Preston					Do.
	All other services performed by ordinary trains are included in the same contract payment.	- -	- - -	- - -	- -	No control whatever exercised over ordinary trains employed.
London and North-Western (North Union Section).	Newton to Preston					
	Preston to Newton	- -	4,878 0 5	4,878 0 5	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Newton to Preston					Do.
	Preston to Newton					Do.
	All other services performed by ordinary trains included in same contract payment.	- -	- - -	- - -	- -	No control whatever exercised over ordinary trains employed.
London and North-Western (Shrewsbury and Hereford Section).	Shrewsbury to Hereford	1 $0\frac{5}{8}$	2,000 0 0	- - -	By agreement	Hours fixed by agreement
	Hereford to Shrewsbury					
	Hereford to Ludlow	0 1	31 0 0	- - -	Do.	Ordinary trains under company's control.
				2,031 0 0		
London and North-Western (Shropshire Union Section).	Stafford to Shrewsbury	1 10	1,984 13 9	- - -	By award	Hours fixed and controlled by Post Office under statutory notice.
	Shrewsbury to Stafford					Do.
	Stafford to Shrewsbury	0 $1\frac{1}{4}$	100 0 0	- - -	By agreement	Ordinary trains under company's control.
	Shrewsbury to Stafford					
				2,084 13 9		

* No district sorting carriage by up mail on

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
.30 p.m.	3.5 a.m	263½	40	1 sorting carriage, 1 tender	No limit	1 clerk and 2 sorters from London to Rugby; 1 clerk and 4 sorters from Rugby to Chester; 1 clerk and 2 sorters from Chester to Holyhead.	No limit.
12.0 midnight.	6.45 a.m.	263½	39	Do.	Do.	1 clerk and 2 sorters from Holyhead to Chester; 1 clerk and 3 sorters from Chester to Rugby; 1 clerk and 1 sorter from Rugby to London.	Do.
7.30 a.m.	2.5 p.m.	263½	40	Do.	Do.	1 clerk and 1 sorter from London to Rugby; 1 clerk and 2 sorters from Rugby to Chester; 1 clerk and 1 sorter from Chester to Holyhead.	Do.
11.40 a.m.	6.25 p.m.	263½	39	Do.	Do.	1 clerk and 1 sorter from Holyhead to Chester; 1 clerk and 3 sorters from Chester to Rugby; 1 clerk and 2 sorters from Rugby to London.	Do.
11.40 a.m.	2.55 p.m.	106¼	32½	1 sorting carriage	Do.	1 clerk and 2 sorters from Helyhoad to Chester.	Do.
11.0 a.m.	2.5 p.m.	106¼	34½	Do.	Do.	1 sorter from Chester to Holyhead.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
2.1 a.m.	4.28 a.m.	90	36¾	1 sorting carriage and 1 tender.	No limit	1 clerk and 4 sorters	No limit.
8.44 p.m.	11.5 p.m.	90	38¼	Do.	Do.	1 clerk and 4 sorters	Do.
2.45 p.m.	5.45 p.m.	90	30	Do.	Do.	1 clerk and 1 sorter	Do.
12.47 a.m.	3.37 a.m.	90	31¾	Do.	Do.	1 clerk and 1 sorter	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
1.23 a.m.	1 56 a.m.	23¼	42¼	2 sorting carriages* and 1 tender.	No limit	1 clerk and 12 sorters	No limit.
11.9 p.m.	11.43 p.m.	23¼	41	Do.	Do.	Do.	Do.
1.54 p.m.	2.40 p.m	23¼	30¼	1 sorting carriage	Do.	1 clerk and 2 sorters	Do.
3.42 a.m.	4.27 a.m.	23¼	31	Do.	Do.	1 mail guard	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
3.15 a.m.	5.45 a.m.	51	20½	Portion of train guard's van	No limit	None	No limit.
8.0 p.m.	10.0 p.m.	51	25½	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by this train.			
2.13 a.m.	3.5 a.m.	29¼	33¾	1 sorting carriage	No limit	1 clerk and 5 sorters	No limit.
10.8 p.m.	11.7 p.m.	29¼	29½	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			

Saturdays, or by down mail on Sundays.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
London and South-western.	London to Southampton					Hours fixed and controlled by Post Office under statutory notice.
	Southampton to London					Do.
	Bishopstoke to Portsmouth					Do.
	Portsmouth to Bishopstoke					Do.
	Bishopstoke to Portsmouth	- -	20,000 0 0	- - -	By contract	Do.
	Portsmouth to Bishopstoke					Do.
	Southampton to Dorchester					Do.
	Dorchester to Southampton					Do.
	London to Southampton					Do.
	Southampton to London					Do.
	Fareham to Gosport					Do.
	Gosport to Fareham					Do.
	Bishopstoke to Dorchester	- - -	- - -	- - -	- - -	Ordinary trains under company's control.
	Dorchester to Bishopstoke	- - -	- - -	- - -	- - -	Ordinary trains under company's control.
	All other services performed by ordinary trains are included in the same contract payment.	- - -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Portsmouth to Bishopstoke	- -	300 0 0	- - -	By agreement	Hours fixed by agreement
	Ringwood to Christchurch	0 1¼	20 0 0	- - -	Do.	Ordinary trains under company's control.
	Christchurch to Ringwood	0 1¼	20 0 0	- - -	Do.	Ordinary trains under company's control.
	Petersfield to Midhurst	0 0¾	20 0 0	- - -	Do.	Ordinary trains under company's control.
	Exeter to Barnstaple					Hours fixed by contract
	Barnstaple to Exeter					Hours fixed by contract
	Exeter to Barnstaple					Hours fixed by contract
	Barnstaple to Exeter	0 5 5/16	1,300 0 0	- - -	By agreement	Hours fixed by contract
	For altering the despatch of the 4.50 a.m. train from Exeter to Barnstaple to 4.0 a.m.	- -	200 0 0	- - -	Do.	Ordinary trains under company's control.
	Bideford Extension	0 1¾	100 0 0	- - -	Do.	Ordinary trains under company's control.
	For conveyence of day mail bags from Exeter to stations on North Devon line, and *vice versâ*.	- -	5 0 0	- - -	Do.	Ordinary trains under company's control.
		- -	5 0 0	- - -	Do.	Ordinary trains under company's control.
				21,950 0 0		
London, Tilbury, and Southend.	London to Southend	0 0¼	25 0 0	25 0 0	By agreement	Ordinary trains under company's control.
	Southend to London	0 0¼	25 0 0	25 0 0	By agreement	Ordinary trains under company's control.
Londonderry, Seaham, and Sunderland.	Seaham and Sunderland 4 services week days; 2 services on Sundays.	0 2½	70 0 0	70 0 0	By agreement	Ordinary trains under company's control.
Manchester, South Junction, and Altrincham.	For general use of the line, including the South Junction Loop line between the stations at Manchester.	- -	60 0 0	60 0 0	By agreement	Ordinary trains under company's control.
Manchester, Sheffield, and Lincolnshire.	Lincoln to Ulceby					Hours fixed and controlled by Post Office under statutory notice.
	Ulceby to Lincoln					Do.
	Brigg to Sheffield					Do.
	Sheffield to Retford	- - -	2,600 0 0	- - -	By contract	Do.
	All other services performed by ordinary trains included in same contract payment.	- - -	- - -	- - -	- - -	No control whatever exercised over ordinary employed.
	Barnsley and Wombwell	- - -	18 5 0	- - -	By agreement	Ordinary trains under company's control.
				2,618 5 0		
Maryport and Carlisle.	Carlisle to Maryport	0 2½				Hours fixed and controlled by Post Office under statutory notice.
	Maryport to Carlisle	0 2½	273 9 9	- - -	By agreement	Do.
	Carlisle to Maryport	0 2½				Do.
	Maryport to Carlisle	1 0	437 11 6½	- - -	Do.	Do.
	Carlisle to Maryport	0 2½	30 5 9	- - -	Do.	Do.
	Do. do.	0 2½				Do.
	For guards taking charge of mail bags, and for conveyance of a mail bag on Sundays.	- - -	100 0 0	- - -	Do.	
				848 7 0½		

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
.30 p.m.	11.30 p.m.	78¾	26¼	2 sorting carriages -	No limit - - -	1 clerk and 5 sorters -	No limit.
.30 a.m.	4.30 a.m.	78¾	26¼	Do. - -	Do. - - -	Do. - -	Do.
.50 a.m.	2.45 a.m.	21¼	23	1 sorting tender - -	1 carriage -	1 clerk and 1 sorter. On Sunday nights, 1 clerk and 2 sorters.	Do.
.25 p.m.	11.6 p.m.	21¼	31	Do. - -	Do. - - -	Do. - -	Do
.15 p.m.	2.5 p.m.	21¼	25½	Portion of train guard's van	No limit - - -	None - - -	Do.
.40 a.m.	12.45 p.m.	21¼	19½	Do. - -	Do. - - -	Do. - - -	Do.
.6 a.m.	3.5 a.m.	61½	20½	1 compartment of carriage	1 carriage - -	1 mail guard - -	Do.
.15 p.m.	12.57 a.m.	61½	22½	Do. - -	Do. - - -	Do. - -	Do.
.15 a.m.	1.10 p.m.	71¾	27	Occasionally a mail tender; at other times two compartments of a 2nd-class carriage.	Do. - - -	Do. - -	Do.
.45 a.m.	11.30 a.m.	78¾	28½	Do. - -	Do. - - -	Do. - -	Do.
.38 p.m.	1.50 p.m.	5	25	Portion of train guard's van	No limit - - -	None - - -	Do.
.10 a.m.	8.20 a.m.	5	30	Do. - -	Do. - - -	Do. - - -	Do.
.52 p.m.	3.42 p.m.	67	23½	1 compartment of carriage	1 compartment of carriage	1 mail guard - -	3 officers.
.55 a.m.	11.36 a.m.	67	24¾	Do. - -	Do. - - -	Do. - -	Do.
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
2.55 a.m.	1.22 a.m.	21¼	27	Portion of train guard's van.	No limit - - -	None - - -	No limit.
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these tr			
3.40 a.m.	5.44 a.m.	39½	19	Portion of train guard's van	No limit - - -	None - - -	1 mail guard.
7.35 p.m.	9.31 p.m.	39½	20	Do. - - -	Do. - - -	Do. - - -	Do.
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
5.45 a.m.	7.6 a.m.	35¼	26	Portion of train guard's van	No limit - - -	None - - -	No limit.
6.8 p.m.	7.45 p.m.	35¼	21¾	Do. - - -	Do. - - -	Do. - - -	Do.
6.9 p.m.	8.15 p.m.	49¾	23½	Do. - - -	Do. - - -	Do. - - -	Do.
6.0 a.m.	6.50 a.m.	23¼	27¾	Do. - - -	Do. - - -	Do. - - -	Do.
-	-	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
6.50 a.m.	8.10 a.m.	28	21	Portion of train guard's van	Not specified - -	None - - -	Not specified.
3.40 p.m.	4.50 p.m.	28	24	Do. - - -	Do. - - -	Do. - - -	Do.
6.20 p.m.	7.40 p.m.	28	21	Do. - - -	Do. - - -	Do. - - -	Do.
7.10 p.m.	8.30 p.m.	28	21	Do. - - -	Do. - - -	Do. - - -	Do.
8.20 a.m.	9.40 a.m.	28	21	Do. - - -	Do. - - -	Do. - - -	Do.
6.0 p.m.	7.20 p.m.	28	21	Do. - - -	Do. - - -	Do. - - -	Do.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d*		
Midland	Bristol to Birmingham					Hours fixed and controlled by Post Office under statutory notice.
	Birmingham to Tamworth					Do.
	Tamworth to Birmingham					Do.
	Birmingham to Bristol					Do.
	Tamworth to Normanton					Do.
	Normanton to Tamworth					Do.
	Tamworth to Lincoln					Do.
	Lincoln to Tamworth					Do.
	Leeds to Normanton					Do.
	Normanton to Leeds					Do.
	Leeds to Skipton	- -	39,000 0 0	- - -	By contract	Do.
	Skipton to Leeds					Do.
	Rugby to Derby					Do.
	Derby to Rugby					Do.
	Derby to Leeds					Do.
	Normanton to Derby					Do.
	Leeds to Normanton					Do.
	Rugby to Derby					Do.
	Derby to Rugby					Do.
	Bristol to Gloucester					Do.
	Gloucester to Bristol					Do.
	London to Leicester					Hours fixed by contract
	Leicester to London					
	Leicester to Peterborough					
	Peterborough to Syston					
	For all other services performed by the company's ordinary trains.	- -	5,000 0 0	- - -	By contract	No control whatever exercised over ordinary trains employed.
				44,000 0 0		
Monmouthshire	Ebbw Vale to Newport	0 $2\frac{3}{4}$	91 5 0	- - -	By agreement	Ordinary trains under company's control.
	Newport to Nant-y-glo					
	Nant-y-glo to Newport	0 $0\frac{1}{2}$	36 10 0	- - -	Do.	
	Newport to Pontypool					
	Pontypool to Newport	0 $0\frac{3}{4}$	20 0 0	- - -	Do.	
				147 15 0		
North-eastern	Normanton to Berwick					Hours fixed and controlled by Post Office under statutory notice.
	Berwick to Normanton					Do.
	Normanton to Berwick					Do.
	Berwick to Normanton					Do.
	York to Scarborough	- -	38,000 0 0	- - -	By contract	Do.
	Scarborough to York					Do.
	Whitby to Malton Junction					Do.
	Malton Junction to Whitby					Do.
	Hull to Milford Junction					Do.
	Milford Junction to Hull					Do.
	Hull to Normanton					Do.
	Rillington to Whitby (Sundays)					Do.
	Whitby to Rillington (Sundays)					Do.

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
7.0 p.m.	10.18 p.m.	94	28½	1 sorting carriage and 1 tender.	No limit	2 clerks and 3 sorters	No limit.
11.19 p.m.	11.51 p.m.	18½	34½				
1.24 a.m.	2.2 a.m.	18½	29	Do.	Do.	2 clerks and 4 sorters	Do.
2.45 a.m.	5.55 a.m.	94	29½				
11.56 p.m.	2.33 a.m.	87¼	33¼	1 sorting carriage and 1 tender; 2 sorting carriages from Derby to Normanton.	Do.	1 clerk and 4 sorters; 1 clerk and 8 sorters from Derby to Masbro'.	Do.
10.38 p.m.	1.19 a.m.	87¼	32½	2 sorting carriages, 1 tender, from Normanton to Derby; 1 sorting carriage, 1 tender, from Derby to Tamworth.	Do.	1 clerk and 4 sorters to Masbro'; 1 clerk and 8 sorters from Masbro' to Derby.	Do.
2.10 a.m.	5.4 a.m.	72¾	25	1 mail tender	A letter-bag carriage or van fitted up as the Postmaster General shall require.	1 mail guard	Do.
8.10 p.m.	10.42 p.m.	72¾	28½	Do.	Do.	Do.	Do.
9.55 p.m.	10.25 p.m.	10¾	21½	1 sorting carriage	No limit	1 clerk and 3 sorters	Do.
2.40 a.m.	3.5 a.m.	10¾	25¾	Do.	Do.	Do.	Do.
5.35 a.m.	6.50 a.m.	26¼	21	Portion of train guard's van	Do.	None	Do.
6.0 a.m. Sundays.	7.20 a.m.						
7.10 p.m.	8.35 p.m.	26¼	18½	Do.	Do.	Do.	Do.
6.40 p.m. Sundays.	8.20 p.m.						
11.30 a.m.	1.25 p.m.	49½	25½	Do.	Do.	Do.	Do.
6.0 a.m.	8.0 a.m.	49½	24½	Do.	Do.	Do.	Do.
1.20 p.m.	3.35 p.m.	73¼	32⅔	Do.	Do.	Do.	Do.
3.35 a.m.	5.45 a.m.	62½	28½	1 sorting carriage	Do.	1 clerk and 1 sorter	Do.
3.0 a.m.	3.25 a.m.	10¾	25¾	Portion of train guard's van	Do.	None	Do.
10.49 p.m.	12.18 a.m.	49¼	27	1 sorting carriage	Do.	4 sorters	Do.
12.32 a.m.	2.21 a.m.	49½	33	Do.	Do.	Do.	Do.
12.45 a.m.	2.0 a.m.	37½	30	Portion of train guard's van	Do.	None	Do.
11.15 p.m.	12.20 a.m.	37½	34½	1 compartment of carriage	1 carriage	1 mail guard	Do.
9.5 p.m.	11.24 p.m.	97½	42	Portion of train guard's van	1 or more sorting carriages fitted up as the Postmaster General shall require.	None	Do.
1.45 a.m.	4.15 a.m.	97½	39	2 compartments of the guard's break van.	Do.	1 mail guard	Do.
3.10 a.m.	6.10 a.m.	53	17⅔	Portion of train guard's van	Not specified	None	Not specified.
2.10 a.m.	4.45 a.m.	48¼	18⅓	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
2.49 a.m.	8.28 a.m.	175	Between Normanton and Newcastle. 34 Between Newcastle and Berwick. 29¾	1 sorting carriage and 1 tender to Newcastle; 1 tender from Newcastle to Berwick.	No limit	1 clerk and 4 sorters from Normanton to Newcastle; 1 mail guard from Newcastle.	No limit.
4.38 p.m.	10.23 p.m.	175	Between Berwick and Newcastle. 29¾ Between Newcastle and Normanton 33	1 tender from Berwick to Newcastle; 1 sorting carriage and 1 tender from Newcastle to Normanton.	Do.	1 mail guard from Berwick to Newcastle; 1 clerk and 4 sorters from Newcastle to Normanton.	Do.
1.25 p.m.	6.55 p.m.	175	31¾	1 sorting carriage to Newcastle; 1 tender from Newcastle.	Do.	1 clerk and 1 sorter from Normanton to Newcastle; 1 mail guard from Newcastle.	Do.
8.35 p.m.	3.0 a.m.	175	27¼	1 tender from Berwick to Newcastle; 1 sorting carriage from Newcastle.	Do.	1 mail guard from Berwick to Newcastle; 1 clerk and 1 sorter from Newcastle.	Do.
6.0 a.m.	8.0 a.m.	42½	21¼	Portion of train guard's van	Do.	None	Do.
7.0 p.m.	8.45 p.m.	42½	24	Do.	Do.	Do.	Do.
6.5 p.m.	7.40 p.m.	35	22	Do.	Do.	Do.	Do.
7.5 a.m.	8.50 a.m.	35	20	Do.	Do.	Do.	Do.
8.50 p.m.	9.50 p.m.	38¼	38¼	1 compartment of carriage	1 compartment, or so much as the Postmaster General shall deem necessary, of the inside of a 2nd-class carriage.	1 mail messenger	Do.
3.14 a.m.	4.32 a.m.	38¼	29½	Do.	Do.	Do.	Do.
10.15 p.m.	1.30 a.m.	48	14⅔	Portion of train guard's van	No limit	None	Do.
7.18 a.m.	8.45 a.m.	30½	21	Do.	Do.	Do.	Do.
5.50 p.m.	7.17 p.m.	30½	21	Do.	Do.	Do.	Do.

Part 2.—English and Scotch Railways—*continued.*

NAME OF RAILWAY COMPANY.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
NORTH-EASTERN—*cont.*	Bridlington to Hull					Hours fixed by contract
	Richmond to Darlington					Do.
	Do. do. (Sundays)					Do.
	Ripon to Leeds					Do.
	Do. do. (Sundays)					Do.
	All other services performed by ordinary trains included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Ferry Hill to Hartlepool	1 3	393 10 3	- - -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	For an early morning train from York to Scarborough and Whitby as soon as possible after the arrival of the down night mail at York during the months of July, August, September, and October, 500*l.* per annum, subject to a deduction of about 32*l.* per annum for sorting expenses at York.	- -	468 0 0	- - -	By agreement.	
	Darlington to Middlesbro'	1 6	438 0 0	- - -	By agreement	Hours fixed by agreement
	Middlesbro' to Redcar	1 0	146 0 0	- - -	Do.	Do.
	Darlington to Bishop Auckland	1 0	200 15 0	- - -	Do.	Do.
	Darlington to Barnard Castle					Do.
	Do. do.	- -	130 0 0	- - -	Do.	Do.
	Barnard Castle to Darlington					Do.
	General payment for use of other trains.	- -	350 0 0	- - -	Do.	
	Guard, for taking charge of mails on Middlesbro' and Redcar line.	- -	39 2 2			
	Redcar to Saltburn	- -	2 12 0			
	Frosterly to Stanhope	- -	2 10 0			
	Barnard Castle to Lartington	- -	2 0 0			
	Methley Junction to Leeds	- -	20 0 0			
	Hull and Holderness Branch	- -	107 0 0	- - -	By agreement	Ordinary trains under company's control.
	Newcastle and Carlisle Section	- -	1,000 0 0			
	Alston Branch	- -	50 0 0			
	Arthington and Otley	- -	10 0 0			
				41,359 9 5		
NORTH STAFFORDSHIRE.	Stoke-upon-Trent to Crewe	0 11	500 0 0	- - -	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Crewe to Stoke-upon-Trent	- -	- - -	- - -	- - -	Do.
	For all other services performed by ordinary trains.	- -	500 0 0	- - -	By agreement	No control whatever exercised over ordinary trains employed.
				1,000 0 0		
OLDHAM, ASHTON, AND GUIDEBRIDGE.	For general use of all the company's trains.	- -	20 0 0	20 0 0	By agreement	No control whatever exercised over ordinary trains employed.
OYSTERMOUTH	Swansea to Mumbles	- -				
	Do. do. (Sundays)	- -				
	Mumbles to Swansea	- -				
	Do. do. (Sundays)	- -	60 0 0	60 0 0	By agreement	Ordinary trains under company's control.
	Swansea to Mumbles	- -				
	Mumbles to Swansea	- -				
	Do. do.	- -				
PEMBROKE AND TENBY.	Tenby to Pembroke Dock	0 1⅝	56 0 0	56 0 0	By agreement	Ordinary trains under company's control.
	Pembroke Dock to Tenby					
SOUTH DEVON	Exeter to Plymouth	- -				Hours fixed and controlled by Post Office under statutory notice.
	Plymouth to Exeter	- -				
	Exeter to Plymouth	- -	7,420 0 0	- - -	By contract	
	Plymouth to Exeter	- -				
	All other services performed by ordinary trains included in same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Torre to Kingswear	- -				Ordinary trains under company's control.
	Do. do.	- -	61 12 0	- - -	By agreement	
	Kingswear to Torre	- -		7,481 12 0		
SOUTH-EASTERN	London to Dover	3 0	4,780 7 2	- - -	By contract	Hours and stoppages appointed and controlled by Post Office under statutory notice.
	Dover to London	3 0	4,780 7 2			Do.

* On Indian and Australian mail nights

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
5.35 p.m.	7.5 p.m.	30¾	20½	Portion of train guard's van	No limit	None	No limit.
6.25 p.m.	7.10 p.m.	15½	20½	Do.	Do.	Do.	Do.
6.45 p.m.	7.25 p.m.	15½	23	Do.	Do.	Do.	Do.
8.0 p.m.	9.20 p.m.	29½	22	Do.	Do.	Do.	Do.
7.45 p.m.	9.15 p.m.	29½	19½	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
5.20 a.m.	6.5 a.m.	17¼	25¾	Portion of train guard's van	Not specified	None	Not specified.
6.0 a.m.	6.38 a.m.	16	25¼	Portion of train guard's van	Not specified	None	Not specified.
6.40 a.m.	7.0 a.m.	8	24	Do.	Do.	Do.	Do.
6.45 a.m.	7.15 a.m.	11	22	Do	Do.	Do.	Do.
7.25 a.m.	8.1 a.m.	15¼	25¼	Do.	Do.	Do.	Do.
4.0 p.m.	4.37 p.m.	15½	24½	Do.	Do.	Do.	Do.
5.35 p.m.	6.15 p.m	15¼	22⅝	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
11.5 p.m.	11.50 p.m.	15	20	Portion of train guard's van	No limit	None	No limit.
1.10 a.m.	2.0 a.m.	15	18	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
3.20 a.m.	5.25 a.m.	53	25½	1 mail tender	1 carriage	1 mail guard	No limit.
7.20 p.m.	9.45 p.m.	53	21¼	Do.	Do.	Do.	Do.
9.45 a.m.	12.25 a.m.	53	19¾	Do.	Do.	Do.	Do.
1.45 p.m.	4.5 p.m.	53	22½	Do.	Do.	Do.	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
8.40 p.m.	10.40 p.m.	87¼	43½	1 sorting carriage* and 1 tender.	2 sorting carriages and any tenders necessary.	1 clerk, 2 sorters, and 1 guard.	No limit.
2.0 a.m.	4.30 a.m.	87¼	34⅞	Do.	1 sorting carriage and any tenders necessary.	1 clerk and 2 sorters	Do.

(four times a month) extra tenders are provided.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
South-Eastern—*cont.*	London to Dover	0 $1\frac{5}{8}$	185 0 9	- - -	By agreement	Ordinary train under company's control.
	Dover to London	0 3	341 12 2	- - -	Do.	Hours and stoppages appointed and controlled by Post Office under statutory notice.
	London to Dover (French mail). Six days a week only.	3 0	4,099 6 6	- - -	By contract	Do.
	Dover to London (ditto, morning). Six days a week only.	3 0	4,099 6 6	- - -	Do.	Do.
	Dover to London (ditto, afternoon). Six days a week only.	3 0	4,099 6 6	- - -	Do.	Do.
	London to Dover (additional night mail).	0 $0\frac{3}{16}$	25 0 0	- - -	By agreement	
	Deal to Minster	0 2	23 1 0	- - -	Do.	
	Minster to Deal	0 2	23 1 0	- - -	Do.	
	Tunbridge to Tunbridge Wells	0 $1\frac{5}{8}$	11 3 7	- - -	Do.	
	Tunbridge Wells to Tunbridge	0 $1\frac{5}{8}$	11 3 7	- - -	Do.	
	Ashford to Canterbury	0 $1\frac{5}{8}$	29 18 2	- - -	Do.	
	Canterbury to Ashford	0 $1\frac{5}{8}$	29 18 2	- - -	Do.	
	Canterbury to Margate	0 2	51 8 4	- - -	Do.	
	Margate to Canterbury	0 2	51 8 4	- - -	Do.	
	Maidstone to Paddock Wood	0 $1\frac{5}{8}$	21 3 10	- - -	Do.	
	London to Strood	0 2	80 13 10	- - -	Do.	
	Strood to London	0 2	80 13 10	- - -	Do.	
	Strood to Maidstone	0 2	29 5 6	- - -	Do.	
	London to Dover Folkestone to Dover London to Folkestone London to Hythe Ashford to Rye London to Tunbridge Wells London to Tunbridge London to Battle Hastings to Ashford Rye to London London to Dartford London to Gravesend London to Strood London to Maidstone Maidstone to Strood	- -	282 7 0	- - -	By agreement, the sum being arrived at by calculating the weight of bags at parcel rates.	Ordinary trains under Company's control.
	London to Ashford Ashford to London London to Etchingham Etchingham to London	(about)	67 0 0	- - -	Do.	
	London to Woolwich Dockyard Do. Do. Woolwich Dockyard to London Do. Do.	- -	35 4 3	- - -	By agreement	
	For guard's fare in charge of foreign mails, together with excess weight	(about)	259 1 4	- - -	Do.	
	For special trains	(about)	210 0 0	- - -	Do.	
				23,706 18 6		
South Staffordshire.	Walsall to Brownhills Brownhills to Walsall	0 $1\frac{1}{16}$	14 0 0	- - -	Do.	Ordinary train under company's control.
	Walsall to Dudley Port Dudley Port to Walsall	0 $1\frac{3}{8}$	31 4 0	- - -	Do.	
	Walsall to Dudley Port Dudley Port to Walsall	0 $1\frac{3}{8}$	31 4 0	- - -	Do.	
				76 8 0		
Taff Vale	Cardiff to Merthyr Tydvil	- -	1,000 0 0	1,000 0 0	By agreement	Hours fixed by agreement
	Merthyr Tydvil to Cardiff					Do.
	All other services performed by ordinary trains included in the same payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
Tenbury	Wooferton to Tenbury Tenbury to Wooferton	- -	7 16 5	7 16 5	Do.	Ordinary trains under company's control.
West Cornwall	Truro to Penzance	- -	1,500 0 0	1,500 0 0	By contract	Hours fixed and controlled by Post Office under statutory notice.
	Penzance to Truro					Do.
	All other services performed by ordinary trains included in same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.

* Occasionally a tender with Indian mail.

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
9.15 a.m.	1.15 p.m.	87¼	21¾	1 compartment of carriage	1 compartment of carriage	1 mail guard	1 mail guard.
9.0 a.m.	1.0 p.m.	87¼	21¾	Do.	Do.	Do.	Do.
7.30 a.m.	9.30 a.m.	87¼	43½	2 sorting carriages*	2 sorting carriages and tenders.	2 clerks and 4 sorters	No limit.
4.30 a.m.	6.30 a.m.	87¼	43½	1 compartment of carriage†	1 compartment of 2nd-class carriage.	1 mail guard	Do.
3.45 p.m.	5.45 p.m.	87¼	43½	2 sorting carriages	2 sorting carriages and tenders.	2 clerks and 2 sorters	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
3.45 a.m.	5.15 a.m.	23¼	15½	Portion of train guard's van	Not specified	None	Not specified.
6.40 p.m.	7.55 p.m.	23¼	18½	Do.	Do.	Do.	Do.
4.10 p.m. (Sundays.)	5.24 p.m.						
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			
8.6 a.m.	9.36 a.m.	27½	18	Portion of train guard's van	Not specified	None	Not specified.
2.40 p.m.	4.5 p.m.	27½	19	Do.	Do.	Do.	Do.
-	-	-	-	Company's guards take charge of all mail bags forwarded by these trains.			

† Twice a month a tender is used.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
West Hartlepool Harbour and Railway.	Stockton on Tees and West Hartlepool	0 0¼	10 0 0	- - -	By agreement	Ordinary trains under company's control.
	West Hartlepool and Stockton on Tees					
	Hartlepool, West Hartlepool, and Stockton on Tees	0 0½	7 10 0	- - -	Do.	
				17 10 0		
Vale of Clwyd	Rhyl to Ruthin	0 1 1/16	25 0 0	25 0 0	Do.	Ordinary train under company's control.
Whitehaven Junction.	Maryport to Whitehaven	0 2½	39 2 6	- - -	Do.	Hours fixed and controlled by Post Office under statutory notice.
	Whitehaven to Maryport	0 2½	39 2 6	- - -	Do.	Do.
	Maryport to Whitehaven	0 2½	39 2 6	- - -	Do.	Do.
	Whitehaven to Maryport	1 0	187 16 0	- - -	Do.	Do.
	Maryport to Whitehaven	0 2½	19 10 0	- - -	Do.	Do.
	Whitehaven to Maryport Do. Do.					
	Allowance for company's guards taking charge of bags	- -	39 2 6	- - -	Do.	
				363 16 0		
Caledonian	Carlisle to Greenhill Lower Junction.					Hours fixed and controlled by Post Office under statutory notice.
	Greenhill Lower Junction to Carlisle.					Do.
	Carlisle to Greenhill Lower Junction.					Do.
	Greenhill Lower Junction to Carlisle.					Do.
	Edinburgh to Carstairs					Do.
	Carstairs to Edinburgh					Do.
	Edinburgh to Carstairs					Do.
	Carstairs to Edinburgh	- -	23,289 13 5	- - -	By contract	Do.
	Gartsherrie to Glasgow					Do.
	Glasgow to Gartsherrie					Do.
	Coatbridge to Glasgow					Do.
	Shiels Junction to Glasgow					Do.
	Glasgow to Shiels Junction					Do.
	Paisley to Greenock					Do.
	Greenock to Paisley					Do.
	Paisley to Greenock					Do.
	Greenock to Paisley					Do.
	Greenock to Paisley					Do.
	All other services performed by ordinary trains over main line and branch lines, except the two branch lines named below, are included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Hamilton and Strathaven Branch.	- -	15 0 0	- - -	By agreement	Ordinary trains under company's control.
	Symington and Peebles Branch	- -	50 0 0	- - -	Do.	
	Additional payment for accelerated and limited service by up and down night mails.	- -	5,208 4 9	- - -	Do.	
				28,562 18 2		
Caledonian (Glasgow and Paisley Section).	Glasgow to Paisley	0 10½	94 2 10	- - -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	Paisley to Glasgow	0 4½	40 6 11	- - -	Do.	Do.
	Paisley to Glasgow	0 10½	78 10 6	- - -	Do.	Do.
	Glasgow to Paisley	1 0 per trip.	15 13 0	- - -	Do.	Ordinary train under company's control.
	Glasgow to Paisley	1 0 per trip.	15 13 0	- - -	Do.	Do.
	Glasgow to Paisley	0 4½	40 6 11	- - -	Do.	Hours fixed and controlled under statutory notice.
	Glasgow to Paisley	1 0 per trip.	15 13 0	- - -	Do.	Ordinary train under company's control.

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
- -	- -	- -	- -	Company's guard takes charge of all mail bags forwarded by this train.			
3.13 a.m.	8.53 a.m.	12	18	Portion of train guard's van	Not specified - -	None - - -	Not specified.
6.25 p.m.	7.5 p.m.	12	18	Do. - - -	Do. - - -	Do. - - -	Do.
7.45 p.m.	8.25 p.m.	12	18	Do. - - -	Do. - - -	Do. - - -	Do.
3.0 p.m.	3.37 p.m.	12	19½	Do. - - -	Do. - - -	Do. - - -	Do.
9.45 a.m.	10.25 a.m.	12	18	Do. - - -	Do. - - -	Do. - - -	Do.
5.10 p.m.	5.50 p.m.	12	18	Do. - - -	Do. - - -	Do. - - -	Do.
8.0 a.m.	8.40 a.m.	12	18	Do. - - -	Do. - - -	Do. - - -	Do.
4.36 a.m.	7.27 a.m.	106⅝	37⅜	1 sorting carriage and 1 tender; occasionally 1 additional tender with Australian mail.	No limit - -	1 clerk, 6 sorters, and 2 stampers to Carstairs; 1 clerk, 7 sorters, and 2 stampers to Gartsherrie; 1 clerk and 3 sorters to Greenhill.	No limit.
5.45 p.m.	8.39 p.m.	106⅝	36¾	1 sorting carriage and 1 tender.	Do. - - -	1 clerk and 2 sorters to Gartsherrie; 1 clerk, 4 sorters, and 2 stampers to Carstairs; 1 clerk, 6 sorters, and 1 stamper to Carlisle.	Do.
6.17 p.m.	9.35 p.m.	106⅝	32¼	1 sorting carriage - -	Do. - - -	1 clerk and 1 sorter -	Do.
9.6 p.m.	12.37 a.m.	106⅝	30¼	Do. - -	Do. - - -	Do. - - -	Do.
6.5 p.m.	6.50 p.m.	27½	36½	1 sorting tender - -	Do. - - -	2 sorters and 1 stamper -	Do.
6.25 a.m.	7.10 a.m.	27½	36½	Do. - -	Do. - - -	Do. - - -	Do.
9.30 p.m.	10.20 p.m.	27½	33	1 compartment of carriage	1 compartment, or so much as the Postmaster-General shall deem necessary, of the inside of a 2nd-class carriage.	1 mail messenger - -	Do.
8.25 p.m.	9.10 p.m.	27½	36½	Do. - -	Do. - - -	Do. - - -	Do.
7.8 a.m.	7.22 a.m.	8¾	37½	1 sorting tender - -	Do. - - -	2 sorters and 1 stamper -	Do.
5·53 p.m.	6.7 p.m.	8¾	37½	Do. - -	Do. - - -	2 sorters and 1 messenger -	Do
9.10 p.m.	9.30 p.m.	9¾	29¼	1 compartment of carriage	Do. - - -	1 mail messenger - -	Do.
8.54 p.m.	9.5 p.m.	1¾	9½	Portion of train guard's van	No limit - - -	None - - -	Do.
7.40 a.m.	7.44 a.m.	1¾	26¼	Do. - -	Do. - - -	Do. - - -	Do.
7.56 a.m.	8.30 a.m.	13¾	24¼	Do. - -	Do. - - -	Do. - - -	Do.
8.0 p.m.	8.38 p.m.	13¾	21½	Do. - -	Do. - - -	Do. - - -	Do.
7.16 p.m.	7.50 p.m.	13¾	24¼	Do. - -	Do. - - -	Do. - - -	Do.
4.23 p.m.	5.13 p.m.	13¾	27½	Do. - -	Do. - - -	Do. - - -	Do.
5.15 a.m.	5.45 a.m.	13¾	27½	1 compartment of carriage	1 compartment, or so much as the Postmaster-General shall deem necessary, of the inside of a 2nd-class carriage.	1 mail guard - -	Do.
- -	- -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
7.40 a.m.	7.56 a.m.	6¾	25¼	Portion of train guard's van	Not specified - -	None - - -	Not specified.
5.13 p.m.	5.33 p.m.	6¾	20¼	Do. - -	Do. - - -	Do. - - -	Do.
5.45 a.m.	6.5 a.m.	6¾	20¼	1 compartment of 2nd-class carriage.	A seat in a 2nd-class carriage.	1 mail guard - -	1 mail guard.
11.0 a.m.	11.16 a.m.	6¾	25¼	Portion of train guard's van	Not specified - -	None - - -	Not specified.
3.0 p.m.	3.15 p.m.	6¾	27	Do. - -	Do. - - -	Do. - - -	Do.
4.30 p.m.	4.47 p.m.	6¾	23⅝	Do. - -	Do. - - -	Do. - -	Do
5.50 p.m.	6.6 p.m.	6¾	25¼	Do. - -	Do. - - -	Do. - - -	Do

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. *d.*	£ *s.* *d.*	£ *s.* *d.*		
Caledonian (Glasgow and Paisley Section)—*cont.*	Glasgow to Paisley	0 4½	40 6 11	- - -	By agreement	Hours fixed and controlled by Post Office under statutory notice.
	Paisley to Glasgow	1 0 per trip.	15 13 0	- - -	Do.	Ordinary train under company's control.
	Paisley to Glasgow	0 4½	40 6 11	- - -	Do.	Hours fixed and controlled by Post Office under statutory notice.
	Paisley to Shields Junction	0 10½	77 0 6	- - -	Do.	Do.
				473 13 6		
Castle Douglas and Dumfries.	Castle Douglas to Dumfries	0 6	313 0 0	313 0 0	By award	Hours fixed and controlled by Post Office under statutory notice.
	Dumfries to Castle Douglas					Do.
Deeside	Aberdeen to Aboyne	- -	239 0 0	239 0 0	By agreement	Ordinary trains under company's control.
	Aboyne to Aberdeen	- -				
	Banchory to Aberdeen	- -				
	Aberdeen to Aboyne	- -				
	Aboyne to Aberdeen	- -				
Edinburgh and Glasgow.	Edinburgh to Larbert	- -				Hours fixed and controlled by Post Office under statutory notice.
	Larbert to Edinburgh	- -	2,606 0 0	- - -	By contract	Do.
	Greenhill Upper Junction to Glasgow.	- -				Do.
	Glasgow to Greenhill Upper Junction.	- -				Do.
	Edinburgh and Glasgow	- -	- - -	- - -	- - -	Hours controlled by agreement.
	Glasgow to Edinburgh	- -	- - -	- - -	- - -	
	Edinburgh to Glasgow	- -	- - -	- - -	- - -	
	Glasgow to Edinburgh	- -	- - -	- - -	- - -	
	Edinburgh to Glasgow	- -	- - -	- - -	- - -	
	Glasgow to Edinburgh	- -	- - -	- - -	- - -	
	All other services performed by ordinary trains (with the exception of the service mentioned below) are included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Glasgow to Milngavie	- -	5 0 0	- - -	- - -	Ordinary train under company's control.
				2,611 0 0		
Glasgow and South-Western.	Gretna Junction to Dumfries	- -				Hours fixed and controlled by Post Office under statutory notice.
	Dumfries to Gretna Junction	- -	3,000 0 0	- - -	By contract	Do.
	Paisley to Ayr	- -				Do.
	Ayr to Paisley	- -				Do.
	All other services performed by ordinary trains (except those specially named below) are included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Ayr to Girvan	0 0⅞	50 0 0	- - -	By agreement	Ordinary trains under company's control.
	Girvan to Ayr	0 0⅞				
	Renfrew Branch	- -	3 12 0	- - -	Do.	
	Kirkcudbright Branch	- -	70 0 0	- - -	Do.	
				3,123 12 0		
Great North of Scotland.	Aberdeen to Keith	- -				Hours fixed and controlled by Post Office under statutory notice.
	Keith to Aberdeen	- -				Do.
	Inveramsay to Banff	- -				Do.
	Banff to Inveramsay	- -	3,850 0 0	3,850 0 0	- - -	Hours controlled by contract.
	Aberdeen to Peterhead	- -				Do.
	Peterhead to Aberdeen	- -				Do.
	All other services performed by ordinary trains included in the same contract payment.	- -				No control whatever exercised over ordinary trains employed.
Inverness and Perth and Inverness and Aberdeen Junction.	Forres to Inverness	- -				Hours fixed and controlled by Post Office under statutory notice.
	Inverness to Ardgay	- -				Do.
	Ardgay to Inverness	- -				Do.
	Inverness to Forres	- -				Do.
	Keith to Forres	- -				Do.
	Forres to Keith	- -				Do.
	Forres to Stanley Junction	- -	9,861 11 0	- - -	By contract	Do.
			543 3 0			
	Stanley Junction to Forres	- -	50 0 0			Do.
	Keith to Forres	- -		10,454 14 0		Do.
	Forres to Keith	- -				Do.

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
7.0 p.m.	7.16 p.m.	6¾	25¼	1 compartment of 2nd-class carriage.	A seat in a 2nd-class carriage.	1 mail guard	1 mail guard.
11.5 a.m.	11.22 a.m.	6¾	23¾	Portion of train guard's van.	Not specified	None	Not specified.
6.41 p.m.	7.0 p.m.	6¾	21¼	Do.	Do.	Do.	Do.
8.40 a.m.	8.54 a.m.	5½	28¾	Do.	Do.	Do.	Do.
4.55 p.m.	5.47 p.m.	20	22½	1 compartment of carriage	1 compartment, or so much as the Postmaster-General shall deem necessary, of the inside of a 2nd-class carriage.	1 mail messenger	No limit.
8.0 a.m.	8.55 a.m.	20	21¾	Do.	Do.	Do.	Do.
- -	- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
6.40 a.m.	7.35 a.m.	28¾	31	Portion of train guard's van.	No limit	None	No limit.
5.25 p.m.	6.20 p.m.	28½	31	Do.	Do.	Do.	Do.
5.37 p.m.	6.15 p.m.	17¼	27	Do.	Do.	Do.	Do.
6.40 p.m.	7.26 p.m.	17¼	22½	Do.	Do.	Do.	Do.
4.0 p.m.	5.25 p.m.	47¼	33½	2 compartments of carriage	The Post Office can require a whole carriage by either of these dispatches, provided the apparatus for exchanging mail bags is required to be used.	1 mail guard	No limit.
4.15 p.m.	5.40 p.m.	47¼	33½	Do.		Do.	Do.
11.30 a.m.	1.30 p.m.	47¼	23½	Do.		Do.	Do.
11.45 a.m.	1.45 p.m.	47¼	23½	Do.		Do.	Do.
7.0 a.m.	9.15 a.m.	47¼	21	Do.		Do.	Do.
7.0 a.m.	9.15 a.m.	47¼	21	Do.		Do.	Do.
- -	- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
6.52 a.m.	7.45 a.m.	24¼	27¼	1 compartment of carriage	1 compartment of carriage of whatever class most convenient to company.	1 mail messenger	No limit.
6.25 p.m.	7.9 p.m.	24¼	33	Do.	Do.	Do.	Do.
4.52 p.m.	6.38 p.m.	33½	18½	Portion of train guard's van	No limit	None	Do.
5.0 p.m.	6.40 p.m.	33½	20	Do.	Do.	Do.	Do.
- -	- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
1.20 p.m.	3.57 p.m.	53½	20	Portion of train guard's van	No limit	None	No limit.
9.10 a.m.	11.55 a.m.	53½	19	Do.	Do.	Do.	Do.
2.30 p.m.	4.0 p.m.	29¼	19¼	Do.	Do.	Do.	Do.
9.5 a.m.	10.40 a.m.	29¼	18¼	Do.	Do.	Do.	Do.
6.0 a.m.	8.30 a.m.	44½	17½	Do.	Do.	Do.	Do.
9.20 a.m.	11.35 a.m.	44½	19½	Do.	Do.	Do.	Do.
- -	- - - -	- -	- -	Company's guards take charge of all mail bags forwarded by these trains.			
1.50 p.m.	2.45 p.m.	21¼	27	1 compartment of 2nd-class carriage.	1 carriage	1 mail guard	No limit.
3.10 p.m.	6.0 p.m.	57¾	20¼				
6.50 a.m.	9.50 a.m.	57¾	19¼	Do.	Do.	Do.	Do.
10.18 a.m.	11.8 a.m.	24¼	29¼				
12.20 p.m.	1.45 p.m.	30¼	21¼	Portion of train guard's van	No limit	None	Do.
1.55 p.m.	3.25 p.m.	30¼	20	Do.	Do.	Do.	Do.
11.13 a.m.	3.17 p.m.	112	27½	1 compartment of 2nd-class carriage.	carriage	1 mail guard	Do.
9.45 a.m.	1.45 p.m.	112	28	Do.	Do.	Do.	Do.
9.40 a.m.	11.6 a.m.	30¼	21	Portion of train guard's van	No limit	None	Do.
11.21 a.m.	12.51 p.m.	30¼	20	Do.	Do.	Do.	Do.

Part 2.—English and Scotch Railways—*continued.*

Name of Railway Company.	The Service, *i.e.*, between what Points performed.	Rate of Payment per single Mile.	The Annual Payment for each Service.	The Total Annual Payment to the Company.	How that Payment was settled.	Character of Service, *i.e.*, whether fixed and controlled by Post Office either partially or wholly.
		s. d.	£ *s. d.*	£ *s. d.*		
Inverness and Perth and Inverness and Aberdeen Junction—*cont.*	Perth to Stanley Junction					Hours controlled by contract.
	Stanley Junction to Perth					Do.
	Perth to Inverness					Do.
	Forres to Keith					Do.
	All other services performed by ordinary trains included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
Leven and East of Fife.	Thornton Junction to Leven					
	Leven to Thornton Junction	0 1¾	52 0 0	- - -	By agreement	
	Thornton Junction to Leven					
	Leven to Thornton Junction					Ordinary trains under company's control.
	Leven to Kilconquhar					
	Kilconquhar to Leven	0 1¾	45 0 0	- - -	Do.	
	Leven to Kilconquhar					
	Kilconquhar to Leven			97 0 0		
North British	Berwick to Edinburgh					Hours fixed and controlled by Post Office under statutory notice.
	Edinburgh to Berwick					Do.
	Edinburgh to Berwick	- -	3,710 0 0	- - -	- - -	Do.
	Berwick to Edinburgh					Hours fixed by contract.
	All other services performed by ordinary trains included in the same contract payment.	- - -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	Peebles Branch	- - -	50 0 0	- - -		
	Peebles and Innerleithen Branch.	- -	20 0 0	- - -		
	Border Union Section	- -	500 0 0	- - -		
	Langholm Branch	- -	50 0 0	- - -		
	Carlisle and Silloth Branch	- -	25 0 0	- - -	- - -	Ordinary trains under company's control.
	Edinburgh, Perth, and Dundee Section.	- -	1,550 0 0	- - -		
	Dunfermline Branch	- -	60 0 0	- - -		
	St. Andrews Branch	- -	70 0 0	- - -		
	Fife and Kinross Branch	- -	50 0 0	- - -		
				6,085 0 0		
Portpatrick	Castle Douglas to Stranraer					Hours fixed and controlled by Post Office under statutory notice.
		0 3½	486 2 6	486 2 6	By award.	
	Stranraer to Castle Douglas					Do.
Scottish Central	Greenhill to Perth					Hours fixed and controlled by Post Office under statutory notice.
		3 10½	6,364 13 8	- - -	By agreement	
	Perth to Greenhill					Do.
	Greenhill to Perth	1 11	2,699 12 6	- - -	Do.	Do.
	Perth to Greenhill					Do.
	Perth to Dundee					Do.
	Dundee to Perth					Do.
		- -	1,150 0 0	- - -	By contract	
	Perth to Dundee					Do.
	Dundee to Perth					Do.
	Stirling to Callander	0 0¼	15 0 0	- - -	By agreement	
	Callander to Stirling					
	Larbert to Denny	0 1	4 0 0	- - -	Do.	
	For services between Upper and Lower Greenhill Junctions.	2 2	40 0 0	- - -	Do.	Ordinary trains under company's control.
	Stirling and Upper Greenhill	0 0¾	24 0 0	- - -	Do.	
	Upper Greenhill and Stirling					
	Perth to Greenhill	0 0⅞	50 0 0	- - -	Do.	
				10,347 6 2		
Scottish North-Eastern.	Perth to Aberdeen					Hours fixed and controlled by Post Office under statutory notice.
	Aberdeen to Dundee	- -	12,000 0 0*	- - -	By contract	Do.
	Aberdeen to Perth *viâ* Forfar on Sundays.					Do.
	Dundee to Aberdeen					Do.
	Aberdeen to Perth					Do.
	All other services performed by ordinary trains included in the same contract payment.	- -	- - -	- - -	- - -	No control whatever exercised over ordinary trains employed.
	For use of all trains on the Dundee and Arbroath line.	- -	250 0 0*	- - -	Do.	
				12,250 0 0		

* These are the payments made up to 30th June 1865.

General Post Office, 6th Nov. 1865.

Part 2.—English and Scotch Railways—*continued.*

Hours of Departure.	Hours of Arrival.	Distance.	Speed, Number of Miles per Hour, including Stops.	Actual Space occupied by Post Office in Train.	Full Extent of Space that can be claimed by Post Office without additional Payment.	Present Number and Description of Post Office Servants conveyed in Train.	Limit, if any, to the Number of Post Office Servants conveyed in Train.
		Miles.					
9.30 a.m.	9.45 a.m.	7¼	29	1 compartment of 2nd-class carriage.	1 carriage	1 mail guard	No limit.
3.17 p.m.	3.33 p.m.	7¼	24	Do.	Do.	Do.	Do.
1.0 a.m.	9.0 a.m.	144	18	Portion of train guard's van	No limit	None	Do.
not fixed	9.0 a.m.	30¼		Do.	Do.	Do.	Do.
				Company's guards take charge of all mail bags forwarded by these trains.			
				Company's guards take charge of all mail bags forwarded by these trains.			
8.48 a.m.	11.3 a.m.	57½	25½	Two compartments of a 2nd-class carriage.	1 compartment, or so much as the Postmaster-General shall deem necessary, of the inside of a 2nd-class carriage.	1 mail guard	No limit.
2.3 p.m.	4.18 p.m.	57½	25½	Do.	Do.	Do.	Do.
5.55 p.m.	8.10 p.m.	57½	25½	1 mail tender	Do.	Do.	Do.
7.0 p.m.	8.30 p.m.	57½	38	Do.		Do.	Do.
				Company's guards take charge of all mail bags forwarded by these trains.			
9.0 a.m.	11.25 a.m.	53¼	22	Portion of train guard's van.	No limit	None	No limit.
2.25 a.m.	4.50 p.m.	53¼	22	Do.	Do.	Do.	Do.
7·31 a.m.	8.59 a.m.	45	30½	1 sorting carriage	No limit	1 clerk and 3 sorters	Do.
4.4 p.m.	5.35 p.m.	45	29½	Do.	Do.	1 clerk and 2 sorters	Do.
9.40 p.m.	11.20 p.m.	45	27	Do.	Do.	1 clerk and 1 sorter	Do.
7.30 p.m.	9.1 p.m.	45	29½	Do.	Do.	1 clerk and 2 sorters	Do.
9.15 p.m.	10.10 a.m.	23½	25½	Portion of train guard's van	Do.	None	Do.
3.3 p.m.	3.52 p.m.	23½	28½	1 compartment of 2nd-class carriage.	1 compartment of carriage of whatever class most convenient to company.	1 mail guard	Do.
11.30 p.m.	12.30 a.m.	23½	23½	Do.	Do.	Do.	Do.
6.15 p.m.	7.10 p.m.	23½	25½	Portion of train guard's van	No limit	None	Do
				Company's guards take charge of all mail bags forwarded by these trains.			
9.20 a.m.	12.35 p.m.	90	27½	1 compartment of 2nd-class carriage.	1 compartment of carriage of whatever class most convenient to company.	1 mail guard	No limit.
12.47 p.m.	2.53 p.m.	75¼	35¾	Do.	Do.	Do.	Do.
12.23 p.m.	3.48 p.m.	90	26¼	Do.	Do.	Do.	Do.
12.45 a.m.	3.45 a.m.	75¼	20	Do.	Do.	Do.	Do.
4.15 p.m.	7.15 p.m.	90	30	Do.	Do.	Do.	Do.
				Company's guards take charge of all mail bags forwarded by these trains.			

The question of payment since that date is now open.

EDWARD J. PAGE, Inspector General of Mails.

APPENDIX BB.

(Referred to in the Evidence of Mr. E. J. Cotton; Question No. 7787.)

LONDONDERRY AND COLERAINE RAILWAY.

No. 1.—RETURN of FARES.

1861 to 1865.

STATIONS.		Fares received from Mr. Roe at 10th April 1861, and continued till 1st December 1863.						Fares charged since 1st December 1863.						Increase in 1865.					
		Single.			Return.			Single.			Return.			Single.			Return.		
		1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
		s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Derry	Culmore	0 8	0 6	0 4	1 0	0 9	0 6	0 10	0 7	0 5	1 0	0 9	0 6	0 2	0 1	0 1	—	—	—
	Eglinton	1 2	0 11	0 6	1 9	1 5	0 9	1 3	1 0	0 6	1 10	1 6	0 9	0 1	0 1	—	0 1	0 1	—
	Carrickhugh	2 0	1 6	0 10	3 0	2 3	1 3	2 1	1 7	1 0	3 2	2 5	1 6	0 1	0 1	0 2	0 2	0 3	0 3
	Ballykelly	2 2	1 8	1 0	3 3	2 6	1 6	2 3	1 9	1 1	3 5	2 8	1 8	0 1	0 1	0 1	0 2	0 2	0 2
	Newton Limavady	2 8	2 0	1 0	4 0	3 0	1 8	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	0 4	0 3	0 2	0 4
	Broighter	2 8	2 0	1 0	4 0	3 0	1 8	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	0 4	0 3	0 2	0 4
	Newton Junction	Not opened.						2 10	2 1	1 3	4 3	3 2	2 0	—	—	—	—	—	—
	Bellarena	3 4	2 6	1 8	5 0	3 9	2 6	3 6	2 8	1 8	5 3	4 0	2 6	0 2	0 2	—	0 3	0 3	—
	Magilligan	3 8	2 9	1 10	5 6	4 2	2 9	4 0	3 0	1 11	6 0	4 6	2 11	0 4	0 3	0 1	0 6	0 4	0 2
	Downhill	4 0	3 0	2 0	6 6	4 6	3 0	4 7	3 5	2 2	6 11	5 2	3 3	0 7	0 5	0 2	0 11	0 8	0 3
	Castlerock	4 4	3 3	2 2	6 6	5 0	3 3	4 11	3 8	2 4	7 5	5 6	3 6	0 7	0 5	0 2	0 11	0 6	0 3
	Coleraine	5 6	4 0	2 8	7 9	6 0	4 0	5 9	4 2	2 9	8 8	6 3	4 2	0 3	0 2	0 1	0 11	0 3	0 2
Newton Limavady	Culmore	2 2	1 8	1 1	3 3	2 6	1 8	2 3	1 8	1 1	3 5	2 6	1 8	0 1	—	—	0 2	—	—
	Eglinton	1 10	1 4	0 11	2 9	2 0	1 4	1 11	1 5	0 11	2 11	2 2	1 5	0 1	0 1	—	0 2	0 2	0 1
	Carrickhugh	0 8	0 6	0 4	1 0	0 9	0 6	1 0	0 8	0 5	1 6	1 0	0 8	0 4	0 2	0 1	0 6	0 3	0 2
	Ballykelly	0 8	0 6	0 4	1 0	0 9	0 6	0 9	0 7	0 4	1 2	0 11	0 6	0 1	0 1	—	0 2	0 2	—
	Braighter	0 4	0 3	0 2	0 6	0 5	0 3	0 4	0 3	0 2	0 6	0 5	0 3	—	—	—	—	—	—
	Newton Junction	Not opened.						0 6	0 4	0 3	0 9	0 6	0 4	—	—	—	—	—	—
	Bellarena	1 0	0 9	0 6	1 6	1 2	0 9	1 1	0 10	0 6	1 8	1 3	0 9	0 1	0 1	—	0 2	0 1	—
	Magilligan	1 6	1 2	0 9	2 3	1 9	1 2	1 9	1 4	0 10	2 8	2 0	1 3	0 3	0 2	0 1	0 5	0 3	0 1
	Downhill	2 0	1 6	1 0	3 0	2 3	1 6	2 5	1 10	1 2	3 8	2 9	1 9	0 5	0 4	0 2	0 8	0 6	0 3
	Castlerock	2 4	1 9	1 2	3 6	2 8	1 9	2 7	1 11	1 3	3 10	2 11	1 11	0 3	0 2	0 1	0 4	0 3	0 2
	Coleraine	2 8	2 0	1 4	4 0	3 0	2 0	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	—	0 3	0 2	—
Coleraine	Culmore	4 4	3 6	2 4	6 6	5 3	3 6	4 10	3 8	2 4	7 3	5 6	3 6	0 6	0 2	—	0 9	0 3	—
	Eglinton	4 2	3 1	2 1	6 3	4 7	3 1	4 4	3 3	2 1	6 6	4 11	3 2	0 2	0 2	—	0 3	0 4	0 1
	Carrickhugh	3 4	2 6	1 8	5 0	3 9	2 6	3 6	2 8	1 8	5 3	4 0	2 6	0 2	0 2	—	0 3	0 3	—
	Ballykelly	3 2	2 4	1 7	4 9	3 6	2 6	3 4	2 6	1 7	5 0	3 9	2 6	0 2	0 2	—	0 3	0 3	—
	Newton Junction	Not opened.						2 10	2 1	1 4	4 3	3 2	2 0	—	—	—	—	—	—
	Braighter	2 8	2 0	1 4	4 0	3 0	2 0	2 10	2 1	1 4	4 3	3 2	2 0	0 2	0 1	—	0 3	0 2	—
	Bellarena	2 0	1 6	1 0	3 0	2 3	1 6	2 1	1 7	1 0	3 2	2 5	1 6	0 1	0 1	—	0 2	0 2	—
	Magilligan	1 6	1 2	0 9	2 3	1 9	1 1	1 7	1 3	0 9	2 5	1 11	1 2	0 1	0 1	—	0 2	0 2	0 1
	Downhill	1 0	0 9	0 6	1 6	1 2	0 9	1 0	0 9	0 6	1 6	1 2	0 9	—	—	—	—	—	—
	Castlerock	0 10	0 8	0 5	1 3	1 0	0 8	0 10	0 8	0 5	1 3	1 0	0 8	—	—	—	—	—	—

No. 2.—Summer Excursion Arrangements, 1860 and 1865.

1860.

Newton to Castlerock.—Excursion tickets were issued by 5.0 p.m. train two days in the week, also on Sundays by 2.30 p.m. train :—

	s.	d.
Fares, 1st class - - -	1	6
„ 2nd „ - - -	1	0
„ 3rd „ - - -	0	8

Derry to Castlerock.—Issued same as from Newton, only on different week days :—

	s.	d.
Fares, 1st class - - -	2	3
„ 2nd „ - - -	1	6
„ 3rd „ - - -	1	0

1865.

Excursion tickets are issued daily to Castlerock, Portstewart, or Portrush, by all trains, (except the 7.0 a.m. mail train on week days,) available for return same day.

Fares.

	Castlerock or Downhill.			Portstewart or Portrush.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Derry, Culmore, or Eglinton -	2 6	1 6	1 0	3 6	2 6	1 9
Newton, Ballykelly, Broighter, Carrickhugh, and Newton Junction.	1 3	0 9	0 6	2 6	1 9	1 3

Cheap return tickets at about single fares are issued from all stations to Castlerock, Portstewart, and Portrush, available for return the day after date; and those issued on Fridays and Saturdays are available for return up till the following Monday evening.

Ordinary return tickets are available for return seven days after date of issue.

No. 5.—Traffic Receipts from all Sources.

Years.	Passengers.			Goods.*			Mails, &c.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1860 - - -	10,445	14	4	6,493	6	9	1,020	4	5	17,959	5	6
1861 - - -	10,431	6	10	6,845	0	1	1,276	7	9	18,552	14	8
1862 - - -	9,520	13	2	7,516	6	0	1,332	9	4	18,369	8	6
1863 - - -	9,817	6	5	6,641	12	8	1,332	9	4	17,791	8	5
1864 - - -	9,507	0	7	5,346	7	2	1,352	19	4	16,206	7	1
Year ending 3rd Nov. 1865 -	9,820	14	2	6,030	14	0	1,373	9	4	17,274	17	6

* This includes Derry cartage in all cases.

			£	s.	d.
Omagh agreement, deducted from	1863	- - -	58	10	3
Do.	do.	1864 - - -	559	5	0
Do.	do.	1865 - - -	395	14	7

Belfast and Northern Counties Railway.

No. 6.—Receipts from all Sources of Traffic.

Years.	Passengers.			Goods.			Mails and Rents.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1861 - - -	45,758	3	0	38,024	0	11	2,968	9	3	86,750	13	2
1862 - - -	44,026	0	1	41,448	19	7	3,347	5	9	88,822	5	5
1863 - - -	46,311	11	2	42,110	6	11	3,405	2	6	91,827	0	7
1864 - - -	48,965	14	0	41,945	7	6	3,380	11	4	94,291	12	10
Year ending 3rd Nov. 1865 -	52,597	0	11	47,266	8	3	3,411	11	4	103,275	0	6

			£	s.	d.
Omagh agreement, deduction from	1863	- - -	109	18	7
Do.	do.	1864 - - -	1,066	13	11
Do.	do.	1865 - - -	800	4	11

APPENDIX BC.

EXPLANATION from MR. FISHBOURNE.

(Extracts of questions and answers Nos. 1824 to 1828, and 4563 to 4572, were sent to Mr. Fishbourne, and the following is the essential part of his reply.)

London and North-western Railway Company,
via Holyhead, I. Fishbourne, Agent.
SIR, Bachelor's Walk, Dublin, 1st July 1865.

I HAVE the honour to acknowledge the receipt of your letter of the 1st inst. this day on my return home from the continent, enclosing me extracts from the evidence given by Messrs. Haughton, Murland, and Forbes, before the Royal Railway Commission; the evidence of the latter gentleman, reflecting on my conduct as a railway agent in this city, contains statements which I beg to give the most unqualified contradiction, and I challenge Mr. Forbes to produce one single case.

* * * * * *

My rates for cartage as arranged by agreement are distinct from the railway charges, and are published by the railway companies for the information of the public in their goods stores, so that when they wish me to cart their goods, they know beforehand what they have to pay for cartage, and the goods when carted by me are in all casses accompanied by a delivery note (made out by the railway companies), setting forward a full description of the goods, the weight, the rate for railway charge and amount, together with my own special charges for cartage. The public have at all times the option of employing any other carrier or of using their own carts.

* * * * * *

I have, &c.
William Pole, Esq., I. FISHBOURNE.
House of Lords,
Westminster, S.W.

Mr. Fishbourne subsequently transmitted the following copy of the notice referred to in his letter.

COLLECTION AND DELIVERY IN CONNEXION WITH THE GREAT SOUTH-WESTERN RAILWAY OF IRELAND.

If the goods be collected or delivered they will be subjected to an increased charge according to the following rates. All goods brought to the receiving offices, 15, Duke street, and 26, Bachelor's walk, will be conveyed to Kingsbridge Station at the rate of 2*d.* for each article or lot of goods up to 112 lbs. weight; 3*d.* for 168 lbs., and so on, 2*d.* per cwt., up to 12 cwt., and from that quantity to 1 ton, the charge will be 2*s.* The same prices will also be charged for the delivery of packages or goods from Kingsbridge Station to places within the Circular Road, and when that distance shall be exceeded, an additional penny per cwt. per mile, will be charged. For any quantity of goods exceeding 20 tons, the charge will be 1*s.* 9*d.* per ton, and if exceeding 30 tons, 1*s.* 6*d.* per ton. Carts may be employed specially for the collection or delivery of goods at the rate of 2*s.* for any quantity up to 10 cwt., above which, the usual rate will be charged, and goods will be collected from any part of Dublin, on notice being sent to the offices, 15, Duke street, or 23, Bachelor's walk.

In like manner, the charges and arrangements stated above apply to all distances within 3 miles of the chief stations on the line. A list of the country receiving offices will be found on the other side.

All goods forwarded on the line will be delivered by the company, unless otherwise directed.

The delivery of goods will be considered complete when the same are unloaded out of the waggon, dray, van, or cart, and placed at the door of the consignee; the cellaring or warehousing of them afterwards will be at the owner's risk, so also will be the removal of goods from the sender's premises into the cart or waggon.

APPENDIX BD.

LETTER from MR. HENRY OLDHAM of DUBLIN, in respect to the Through Charges for Passengers between England and Ireland.

LONDON AND DUBLIN TRAFFIC.

42, Fleet Street, Dublin,
SIR, 9th November 1865.

AM I in order or in time in directing the attention of the Commissioners to the unequal charges imposed on the City of Dublin in reference to the passenger traffic to and from London, and the route of the London and North-western Railway? The complaint applies as well to the Liverpool as the Holyhead route. I quote first-class fares, second-class being in proportion.

By Holyhead mail:—	£	s.	d.
1st class single ticket to Dublin - -	3	2	0
„ „ Cork - -	3	15	6
„ „ Belfast - -	3	5	0
1st class return, Dublin - - -	5	3	0
„ „ Cork - - -	5	6	6
„ „ Belfast - - -	5	7	0

The consequence is that mercantile travellers coming to Dublin only book to Belfast or Cork, and on arrival here sell the ticket to Cork or Belfast at a reduction. Such tickets are constantly on sale at the leading hotels. Fare, Dublin to Cork 30*s.*, Belfast 20*s.*

By Holyhead and North Wall:—	£	s.	d.
1st class single to Dublin - -	2	6	0
„ „ Cork - - -	3	0	0
„ return to Dublin - -	3	9	0
„ „ Cork - - -	4	10	0

By Liverpool, until very recently, in consequence of the combination of the City of Dublin Steam Packet Company and the London and North-western Railway, there was not any through booking. Within the last month passengers may book through by steam ships of a new company connected with the Great Northern Railway, but not by the London and North-western or by the Great Western.

Belfast passengers can book through by Liverpool, Fleetwood, or Morecambe, and from Liverpool by either of the three lines to London, at following rates:—

Belfast to London:—	£	s.	d.
1st class single - - -	2	0	0
„ return - - -	2	10	
2nd class single - - -	1	10	0
„ return - - -	2	0	0

Dublin passengers can book through only by the Great Northern Railway, and are charged—

Dublin to London:—	£	s.	d.
1st class single - - -	2	6	0
„ return - - -	3	9	0
2nd class single - - -	1	19	0
„ return - - -	2	13	6

While the steam-boat fare from Belfast to Liverpool and distance are more than from Dublin to Liverpool. These fares from Dublin are the same as those from Dublin River by Holyhead, and must have been arranged in concert with the London and North-western Railway. The injustice of the charges is self-evident. The London and North-western Railway Company should be bound to place Dublin and Belfast on the same footing in relation to their traffic by Liverpool.

Your obedient Servant,
R. Jackson, Esq., Secretary, HENRY OLDHAM.
Railway Inquiry Commissioners,
Leinster Chambers, Dublin.

Appendix BE.

Mr. Roe's Remarks in reply to Mr. Cotton's Evidence before Royal Commission.

On 25th July I wrote Mr. Cotton asking permission to inspect the books which I left with him for the purpose of informing the Royal Commission as accurately as possible the particulars of the traffic receipts, number of passengers, and fares charged during the time I worked the line.

He replied as follows:—

(Copy of letter.)

"Dear Sir,—Your evidence has been submitted to my board, and I am to give evidence upon it as soon as the "Royal Commission meets again. It appears to me you will *perhaps learn from my evidence the information you require.*

"Yours truly,

"E. J. Cotton."

Mr. Cotton's Statement.

7788. Are the Commission to understand you to state that in no case has the increase exceeded 5 per cent. upon the fares that prevailed in Mr. Roe's time?—*No*, that was the advance that was made throughout the whole line.

Mr. Roe states, in answer to Questions 5740 and 5741, that he reduced the fares. This I state to be positively untrue. He then gives in proof a statement made by Mr. Garrett.

7789. Mr. Cotton puts in a letter from Mr. Hamilton, Newtownlimavady, and states there are no labourers travelling over the line.

7791. Mr. Cotton states, respecting third-class fares, I had a good deal of correspondence with Mr. Roe on the subject, and it was not until the 1st of May 1860 that we induced him to issue, in connexion with us, the third-class return tickets.

No advance made in goods rates.

Through Rates to England.

In most cases he says we get our local rates from Derry to Belfast.

7794. Mr. Cotton denies any advance of fares, and attributes the falling off in receipts to bad harvests and the opening of the Dungannon line.

7799. Mr. Cotton states, in 1860 my receipts were 17,959*l.* 5*s.* 6*d.*

7810. Mr. Cotton states that in Mr. Roe's receipts cartage was included.

7818. Mr. Cotton states, I publish at the end of my evidence a statement of fares, and that he, Mr. Cotton, acted upon them after I left, and that he never heard of any other fares.

7819. Mr. Cotton states the fares to Coleraine correctly, but does not give the fares to stations between that and Derry.

7823. Mr. Cotton directly contradicts my statement.

7824. Mr. Cotton states, that in his opinion the Irish traffic is fully developed at present without any reduction of rates.

7825. Mr. Cotton states, I did not issue market tickets, and that he never heard complaints in the north of Ireland as to his present fares.

7829. Mr. Cotton, in giving fares, states, at present the increase is about 5 per cent. over the original fares in Mr. Roe's time.

7853. Mr. Cotton states the increase in the fares has not been much talked of.

7873. Mr. Cotton states the population of Derry and Coleraine is decreasing.

7875. Mr. Cotton states, that on his taking up the line I advised him to close several stations.

Received with letter dated 25th November 1865.

Mr. Roe's Reply.

The fares third class between Newtownlimavady and Derry were increased from 1*s.* to 1*s.* 4*d.*, or 33 per cent.

Mr. Garrett was asked to write this particular style of letter under pressure; and not knowing the object in view by Mr. Cotton, the *boy* did as he was told. He now states he is not quite sure about it; he did not issue all the tickets.

Mr. Hamilton, in his letter lauding Mr. Cotton's management, omits to state that the traffic to and from his station is considerably more than the traffic of *all* the other intermediate stations between Derry and Coleraine; yet the third-class fares are 33 per cent. higher than in my time. He also omits to mention that the rate for goods, delivery in Derry included, is from 1*s.* to 1*s.* 6*d.* per ton more than I charged.

I have had frequently as many as 50 in one day between Derry, Eglintown, and Culmore; return fare, 3*d.*; distance, 12 miles there and back.

The very reverse is the fact. It was I who urged upon Mr. Cotton the importance of issuing return third-class tickets between Belfast and Derry. I was always in favour of cheap fares.

I delivered goods in Derry in *many cases free*, and never charged more than 6*d.* to 9*d.* per ton. Mr. Cotton charges 1*s.* 6*d.* per ton delivery.

This is not a fact. The local rate from Derry to Newtown, a distance of 18 miles, for flour is 4*s.* 6*d.* delivered; and for the same goods from Derry to England, *viâ* Fleetwood, the mileage proportion for this distance is about 1*s.* 4*d.*

As I have already stated, the fares have been increased in one instance at least 33 per cent.

Bad harvests is another name in Ireland for *bad management*. The value of the Omagh traffic, about 150*l.* per annum, was known to Mr. Cotton when he took up my lease.

My receipts, in 1860, were positively over 18,200*l.* If Mr. Cotton's receipts were so much more than mine in 1861, how is it that both himself and his chairman stated openly they were losing 2,000*l.* per annum by the line? If so, the management must have been extravagant.

This is not the case; I kept a separate cartage account. A good deal of my Derry goods were delivered free.

Every person in and around Derry knows that I had special fares and rates, and in giving the Commission the rates I charged, I took as fair an average as I could without the assistance of my books.

I never reduced the fares (except on the occasion of an excursion) to Coleraine; it was a joint station; but to the stations between that and Derry I reduced them as circumstances warranted.

It will be for the Commission to form an opinion whether he is justified in doing so.

The Irish traffic is not half developed at present.

A reduction of 30 per cent. on present rates would increase the traffic 50 per cent.; I have proved it, and I will prove it again at my own risk.

I did issue market tickets, and gave *buyers free* tickets.

At present, and for a considerable time, complaints are loud and numerous of the increased rates and fares on this line.

In some instances the increase is 20, 25, and 33 per cent. higher than in my time.

Any person who comes in contact with the traders of Derry, Coleraine, and intermediate stations will not verify this statement.

"I say it is not."

"*See* Thom's Almanack."

This is, to use his own words, POSITIVELY UNTRUE. I actually advised him to keep them open, and used my influence with him to keep at least two of them open, and letters passed between us upon the subject. It paid me very well to stop at those stations.

Peter Roe.

APPENDIX BF.

MEMORIAL FROM THE CHAMBER OF COMMERCE, WOLVERHAMPTON.

SIR, Wolverhampton, 28th November 1865.

I AM directed by the Council of this Chamber to enclose to you copies of some resolutions passed respecting the charges of the railway companies running through this district for the freight of goods, and to request that you will lay the paper before the Royal Commission. These resolutions have been supported by the signatures of all the principal customers of the railways in Wolverhampton, and there is a very strong feeling in their favour through the whole of this district. The iron trade, having a separate organization, has also addressed the railway companies; and, I believe, has given or offered to give evidence before the Royal Commission of the same kind and with the same views as are expressed in the enclosed resolutions. I am to add that, if it should appear desirable to the Commissioners that *vivâ voce* evidence should be given in support of the facts stated, the Council of this Chamber will endeavour to arrange that such evidence shall be furnished.

I remain, &c.

EDWARD J. GIBBS,
Secretary.

W. Pole, Esq.,
Secretary to Royal Commission
on Railways,
House of Lords, Westminster.

CHAMBER OF COMMERCE, WOLVERHAMPTON.

RESOLUTIONS passed at a MEETING of the CHAMBER, held on Tuesday, 31st October 1865.

1. That inasmuch as railway companies have been invested by law, and for the benefit of the public, with a practical monopoly (at least so far as inland towns are concerned) of the carriage of all goods, they are bound to take into account the interest of the public in fixing their rates. Hence, if a rate of 10*s.* and a rate of 20*s.* would pay the same dividend to the shareholders, the railway companies are bound to carry at the lower rate.

2. That the system of charging very low rates where any competition by sea is to be met, and very high rates where only land carriage is possible, is unjust, and contrary to the spirit of the Acts of Parliament under which railways take their powers, and that it is, in addition, permanently injurious to the railway companies themselves, as tending to check, in a very decided manner, the growth of all midland towns.

3. That the system of giving special rates to a firm that will guarantee a certain amount of traffic requires alteration, inasmuch as it gives to large and favoured firms exceptional advantages, which are contrary to the spirit of the railway Acts; and that if it be allowable to make a reduction for a guaranteed traffic, that reduction should be publicly announced and made equally to any number of firms that would give collectively the same guarantee.

4. That the existing rates for hardware and general merchandise from Wolverhampton and the district are unfair and injurious to the trade of this neighbourhood. For example, the rate for nails to London is 25*s.*; to Glasgow, 30*s.*; to Aberdeen, 40*s.*, including, in all cases, collection and delivery. Of course, the cost of collection and delivery may be taken to be nearly the same for a short journey as for a long one, and so also the cost of station-room, clerks, &c. But if these items be taken at 5*s.* per ton, which appears to be a sufficient estimate, then the station to station rate will be 20*s.* to London, 124 miles; 25*s.* to Glasgow, 280 miles; and 35*s.* to Aberdeen, 430 miles; or, in the first case, 2*d.*; in the second, 1½*d.*; in the third less than ⅞*d.* per ton per mile.

The rate for hardware from London to Wolverhampton is 30*s.*; to Liverpool, 35*s.*; to Glasgow, 45*s.*; and to Aberdeen, 40*s.*, including the usual collection and delivery. In other words, if we make the same allowance as above for dead charges, the rate to Wolverhampton is 2½*d.*; to Liverpool, 1¾*d.*; to Glasgow, 1⅝*d.*; and to Aberdeen, scarcely more than ¾*d.* per ton per mile.

Again, the rate for nails from Wolverhampton to London is 25*s.*; from London to Hull, twice the distance, it is 27*s.* 6*d.* For hardware from Wolverhampton to London, we pay 30*s.*; from London to Hull, the rate is 38*s.* 4*d* For what are called "smalls" we pay 1*s.* 6*d.* per cwt. and the Hull merchants only 2*s.*

Again, the rates from Wolverhampton to Hull, for hardware is 22*s.* 6*d.*; and from Wolverhampton to London, 30*s.*; or, if we make the same allowance as before for the standing charges, the cost of the freight alone is 17*s.* 6*d.* to Hull, and 25*s.* to London, for the same distance. In the one case about 1⅜*d.*, in the other nearly 2½*d.* per ton per mile.

It is clear also that the difference in rates for long and short journeys does not arise from the fact that it makes little difference, when once loaded, whether a ton of goods goes another 20 or 50 miles or not. For if this were the case, the rates between Wolverhampton and London, and those between Birmingham and London, would differ by an infinitesimal amount, whereas, in fact, there is a difference on hardware of 3*s.* 4*d.* for the 12 miles.

It would be easy to multiply instances, but these are sufficient to show that there exist very great irregularities and inequalities in the rates charged.

5. That the fair way of making all these rates would be to fix a proper and sufficient charge for all the expenses which attach equally to long and short journeys, and a mileage rate for the conveyance of goods from station to station, which, for the same classes of goods, should always be the same.

6. That if such a system be found for the present impracticable or difficult of adoption, the merchants and manufacturers of Wolverhampton conceive that they may fairly demand such an immediate revision of rates as will, at least, redress the more serious over-charges on their goods,

7. That unless some such reduction as has been suggested be made, it will be the interest and the duty of the traders of this district to support in Parliament, and by a guarantee of traffic, any proposed railway or canal company which is willing to adopt a sufficiently low mileage rate, and a sufficiently low and distinct system of terminal and other dead charges.

8. That these resolutions be open for signature, both by members of the Chamber and by other merchants and manufacturers of the town, and that a copy be forwarded to the chairman of the London and North-western, the Great Western, and the Midland railway companies, and of the Birmingham, Grand Junction, and Bridgewater canal companies; to the chairman of the South Staffordshire iron trade, and to the chambers of commerce of Birmingham, Sheffield, Leeds, Nottingham, and Bradford.

WILLIAM BRISCOE & SON.
HENRY ROGERS, SONS, & CO.
T. W. & J. WALKER.
JOHN MORETON & CO.
T. & C. CLARK & CO.
JOHN FELL & CO.
HENRY LOVERIDGE & CO.
JOHN SHAW & SONS.
J. & E. WHITEHOUSE.
GEORGE FLETCHER.
JOHN PERKS & SONS.
THOMAS ELWELL & SONS.
J. G. BISSELL.
T. P. & G. LAMB & CO.
ROBERT COOLEY & CO.
EDMUND WHITE.
G. & W. UNDERHILL.
E. P. & W. BALDWIN.
CHUBB & SON.
FRANCIS E. CLERK.
JOHN NEVE & CO.
JOSEPH TARRATT, SONS, & CO.
JOHN COOPER & CO.
J. GRIFFIN FARMER.
DANKS, WALKER, & CO.
JOSEPH EVANS.
WILLIAM BAILEY & SON.
CHARLES H. CRANE.
W. EDWARDS & SON.
INSPECTORS OF W. WILDSMITH.
EDWIN LEWIS.
JOHN LANGLEY.
FRED. WALTON & CO.
WILLIAM BISHTON & SON.
WILLIAM LEES & SONS.
ELIHU PRICE.
WILLIAM & HENRY BATE.
THE CROWN NAIL CO.
J. J. DOBBS & CO.
THOMAS SMITH.
THOMAS J. M. EWART & CO.
OWEN & FENDELOW.
J. T. PLIMLEY & CO.
WILLIAM & JOHN LEA.
J. & E. FELLOWS.
JOHN STEWART.
M. WILKES, JUN.
EVANS & CARTWRIGHT.
H. FEARNCOMBE & CO.
WILLIAM EVANS & SON.
BAKER & CROCKETT.
JAMES GIBBONS.
THE WOLVERHAMPTON CORRUGATED IRON CO.
W. WALKER & SON.
EDWARD DAVIES.
SAMUEL WALKER & CO.
CHARLES MATTHEWS & CO.
READY & SON.
T. & F. ANDREWS.
SAMUEL YORK & CO.
HENRY BANKS.
HEAVEN & D'ARCY.
JONES, SONS, & CO.
EDWARD & CHARLES TOOVEY.
T. JOHN COOKE.
GEORGE PRICE.
YOUNG & SMITH.
IRONMONGER & SON.
MANDER, WEAVER, CO.
MEANLEY & LEES.
EDWARD PERRY.
H. B. WHITEHOUSE.
MANDER BROTHERS.
GIBBS BROTHERS.

Appendix BG.—Statement of Irish Railways, classified according to the Dividends paid.

*** The Dividend Columns are taken from the Dublin Weekly Stock and Share List, of 10 to 16 Nov. 1865. All the other Columns are from the Board of Trade Reports for 1864.

—	Length.	Two last Half-Years' Dividend per Cent. per Annum. 1864.	1865.	Ordinary Capital paid up, 31 Dec. 1864.	Preferential Capital.	Debenture Stock.	Net Receipts for 1864. (Gross Income, less Working Expenses.)	—
1st Class. Perfectly successful as Commercial Speculations (Shares above Par):—				£.	£	£	£	
Dublin and Kingstown	6	9	9	350,000	- -	- -	38,557	—
2nd Class. Paying above the Funds, but less than the Shareholders expect as Commercial Interest (Shares below Par):—	6							
Belfast and Northern Counties	100	4	3½	556,703	219,600	110	55,467	These Receipts include those of the Carrickfergus & Larne, & Londonderry & Coleraine.
Dublin and Belfast Junction	56	3½	3½	873,500	- -	- -	40,739	These Receipts include those of the Banbridge Junction.
Dublin and Drogheda	75	4	4½	625,173	250,000	43,672	50,399	—
Dublin, Wicklow, & Wexford	85	5	4	580,000	502,897	- -	50,884	—
Great Southern and Western of Ireland.	387	4½	4½	3,791,980	1,329,100	- -	250,500	These Receipts include those of the Cork and Limerick Direct.
Ulster	65	4½ / 3¾	4	750,000 / 250,000	- -	47,085	66,455	These Receipts include those of the Banbridge, Lisburn, and Belfast, and Portadown, Dungannon, and Omagh Junction.
3rd Class. Paying Dividends on Ordinary Shares, less than Consols at 88⅝—3l. 7s. 6d. per cent.:—	768			7,427,356	2,301,597	90,867		
Athenry and Tuam	16	3	*	61,673	- -	- -	- -	*See* Midland Great Western.
Cork and Limerick Direct	17	2	1½	71,135	- -	- -	- -	*See* Great Southern and Western of Ireland.
Cork, Blackrock, and Passage	6	1	†	118,700	- -	- -	3,739	—
Great Northern and Western	72	2½	2½	332,048	40,270	- -	- -	*See* Midland Great Western.
Midland Great Western of Ireland.	245	2	2¼	2,156,931	- -	- -	125,284	These Receipts include those of the Athenry and Tuam, and Great Northern and Western of Ireland.
Waterford and Limerick	77	1	0½	501,512	392,000	16,000	53,715	These Receipts include those of the Limerick and Castleconnell, Limerick and Ennis, Limerick and Foynes, and Waterford and Kilkenny.
Waterford and Tramore	8	1½	—	48,000	10,000	- -	1,806	
4th Class. Paying all their Preference Charges, but no Dividend on their Ordinary Shares:—	441			3,289,999	442,270	16,000		
Banbridge Junction	7	—	—	21,981	17,800	- -	- -	*See* Dublin and Belfast Junction.
Carrickfergus and Larne	15	—	—	80,566	- -	- -	- -	*See* Belfast and Northern Counties.
Cork and Bandon	20	—	—	175,241	77,593	8,310	9,594	These Receipts include those of the Cork and Kinsale Junction.
Cork and Youghal	33	—	—	139,400	225,600	- -	11,723	—
Finn Valley	13	—	—	43,623	- -	- -	- -	*See* Irish North-western.
Londonderry & Lough Swilly	15	—	—	34,484	- -	- -	334	—
Portadown, Dungannon, and Omagh.	41	—	—	250,808	66,715	- -	- -	*See* Ulster.
5th Class. Paying no Dividend on some Class of Preference Stock for 1864:—	144			746,103	387,708	8,310		
Banbridge, Lisburn, & Belfast	15	—	—	86,082	40,000	- -	- -	*See* Ulster.
Belfast and County Down	49	—	—	258,212	179,050	- -	21,039	—
Cork and Kinsale Junction	11	—	—	20,330	18,530	- -	- -	*See* Cork and Bandon.
Dublin and Meath	35	—	—	133,155	183,460	- -	4,401	—
Irish North-western	86	—	—	199,124	505,975	54,490	42,059	These Receipts include those of the Finn Valley and Londonderry and Enniskillen.
Limerick and Castleconnell	13	—	—	53,713	7,780	- -	- -	*See* Waterford and Limerick.
Limerick and Ennis	25	—	—	91,978	12,325	- -	- -	
Limerick and Foynes	26	—	—	97,173	32,917	- -	- -	
Londonderry and Coleraine	36	—	—	176,050	146,522	- -	- -	*See* Belfast and Northern Counties.
Londonderry and Enniskillen	60	—	—	129,200	325,731	36,310	- -	*See* Irish North-western.
Newry and Armagh	21	—	—	50,050	104,631	- -	978	—
Newry, Warrenpoint, and Rostrevor.	6	—	—	99,910	20,000	- -	3,403	—
Waterford and Kilkenny	31	—	—	250,000	196,885	57,496	- -	*See* Waterford and Limerick.
	414			1,644,977	1,773,806	148,296		
				13,458,435	4,905,381	263,473	831,076	
					5,168,854			
6th Class. Lines not working:—								
Athenry and Ennis Junction	—	—	—	50,374	—	—	—	—
Banbridge Extension	—	—	—	43,465	—	—	—	—
Belfast Central	—	—	—	500	—	—	—	—
Belfast, Holywood, & Bangor	—	—	—	105,584	—	—	—	—
Cork and Macroom Direct	—	—	—	58,490	—	—	—	—
Downpatrick and Newry	—	—	—	10,098	—	—	—	—
Dublin and Antrim Junction	—	—	—	26,665	—	—	—	—
Dublin & Baltinglass Junction	—	—	—	2,272	—	—	—	—
Dublin, Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	—	—	—	2,770	—	—	—	—
Dundalk and Greenore	—	—	—	738	—	—	—	—
Enniskillen, Bundoran, & Sligo	—	—	—	45,384	—	—	—	—
Kilkenny Junction	—	—	—	59,350	—	—	—	—
Kilrush and Kilkee, and Poulnasherry Junction.	—	—	—	60,000	—	—	—	—
Letterkenny	—	—	—	51,698	—	—	—	—
Midland Counties & Shannon Junction.	—	—	—	61,333	—	—	—	—
Newry and Greenore	—	—	—	7,946	—	—	—	—
Parsonstown & Portumna Bdg.	—	—	—	13,276	—	—	—	—
Rathkeale & Newcastle Junc.	—	—	—	13,959	—	—	—	—
Sligo & Ballaghradeen Junc.	—	—	—	1,750	—	—	—	—
West Cork	—	—	—	191,575	—	—	—	—
				807,227	—	—	—	—
Bagenalstown and Wexford	21	—	—	97,862	10,000‡	—	—	—
	1,794							

* Not stated. † Not stated, due 30th October. ‡ Closed 31st December 1863.

APPENDIX BH.

ABSTRACTS of RETURNS from IRISH RAILWAYS on CHARGES for GOODS TRAFFIC.

INQUIRY No. 1.,

Containing various Questions in regard to Railway Charges on various kinds of Goods stated in the List.

This Form of Inquiry was sent to the various Railway Companies, with the following Letter:

LETTER sent by the COMMISSION to the RAILWAY COMPANIES of the UNITED KINGDOM asking for RETURNS of CHARGES.

ROYAL COMMISSION ON RAILWAYS.

SIR, House of Lords, S.W., 1865.

I AM directed by the Royal Commission on Railways to inform you that they are desirous of obtaining accurate information respecting the actual charges made by the several railway companies for the conveyance of certain classes of articles upon the lines under their management, or over which their trains run.

With this object they have caused the enclosed form of inquiry to be drawn up, and they will feel much obliged by your answering the questions contained therein as fully as possible, and returning it to me as early as you can conveniently do so.

I am, &c.

WILLIAM POLE,
Secretary.

ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

x.—What is the Minimum charged per Ton for each Article for the shortest Distance?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
	s. d.	*s. d.*	*s. d.*	*s. d.*			*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*	*s. d.*
Bricks, *common*	1 3	1 0	1 6	2 2			1 0	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6	1 6
Cannel	1 3	1 0	1 6	2 2			Nil.	2 0	1 3	1 0	not carr^{d}	1 3	2 0		1 0	1 8	1 6	1 6
Chromate ores	not carr^{d}	not carr^{d}	1 6	2 2			,,	2 0	- -	- -	,,	not carr^{d}	not carr^{d}		1 0	1 8	1 6	—
Cinders	1 3	1 0	1 6	2 2			,,	2 0	1 3	1 0	,,	,,	,,		1 0	1 8	1 6	—
Clay	1 3	not carr^{d}	1 6	2 2			,,	2 0	1 3	1 0	,,	,,	,,		1 0	1 8	1 6	—
Coal	1 3	1 0	1 10	1 10			1 0	2 0	1 3	1 0	2 6	1 3	1 0		1 0	1 8	1 0	1 0
Coke	1 3	not carr^{d}	1 6	2 2			- -	2 0	1 3	1 0	not carr^{d}	1 3	1 0		1 0	1 8	1 6	1 6
Compost	1 3	,,	1 6	2 2			- -	2 0	1 3	1 0	,,	not carr^{d}	1 0		0 9	1 8	—	—
Coprolites, *for manure*	not carr^{d}	,,	1 6	2 2			- -	2 0	1 3	1 0	,,	,,	1 0		1 0	1 8	1 6	2 0
Culm	1 3	,,	1 6	2 2			- -	2 0	1 3	1 0	2 6	1 3	1 0		1 0	1 8	1 0	—
Draining pipes and tiles (*com. for agricultural draining*).	1 3	1 6	2 6	3 8			1 0	2 0	1 3	1 0	2 6	1 3	2 0		1 8	1 8	1 6	1 0
Dross	not carr^{d}	not carr^{d}	1 6	2 2			- -	2 0	- -	1 0	not carr^{d}	not carr^{d}	not carr^{d}		1 0	1 8	—	—
Fire bricks and clay	1 3	1 0	2 0	3 0			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6	1 6
Flagstones	1 3	not carr^{d}	2 0	3 0			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6	1 0
Granite, *undressed*	1 3	1 2	1 6	2 2			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6	1 0
Gravel	1 3	1 2	1 6	2 2			- -	2 0	1 3	1 0	2 6	not carr^{d}	2 0		0 9	1 8	1 6	1 0
Iron ore	not carr^{d}	1 7	1 6	2 2			- -	2 0	1 3	conveyed for shipment only, 39 miles.	2 6	,,	not carr^{d}		1 0	1 8	1 6	—
Iron, *pig*	1 3	not carr^{d}	1 6	2 2			- -	2 0	1 3	1 0	2 6	,,	,,		1 8	1 8	1 6	1 6
Iron stone	not carr^{d}	,,	1 6	2 2			- -	2 0	1 3	- -	not carr^{d}	,,	,,		1 0	1 8	—	—
Lime and limestone	1 3	1 5	1 6*	2 2†			0 6	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6§	1 0
Manure, *in bulk*	1 3	not carr^{d}	1 6	2 2			- -	2 0	1 3	1 0	not carr^{d}	not carr^{d}	1 6		0 9	1 8	1 6§	1 0
Materials for road repairs	1 3	,,	1 6	2 2			- -	2 0	1 3	1 0	,,	,,	not carr^{d}		0 9	1 8	1 6	1 0
Peat	not carr^{d}	,,	2 6	3 8			- -	2 0	3 4	1 0	3 9	,,	2 6		1 0	1 8	1 6	—
Potters' earth	,,	,,	1 6	2 2			- -	2 0	- -	1 0 compressd	not carr^{d}	,,	not carr^{d}		1 0	1 8	1 6	—
Pyrites	,,	,,	1 6	2 2			- -	2 0	1 3	per ton per mile.	,,	,,	,,		1 0	1 8	1 6	—
Salt, *rock, and unmanufactured*	1 3	only in owners' waggons.	1 6	2 2			- -	2 0	1 3	1 0	,,	1 3	1 6		1 8	1 8	1 6	—
Salt, *in bulk*, including manufactured salt, when so carried.	1 3	1 6	1 6	2 2			- -	2 0	in bags of 5 cwt. 2 6 in 5 ton lots. 1 3	1 0	3 3	1 6	2 0		1 8	1 8	1 6	—
Sand	1 3	1 0	1 6	2 2			- -	2 0	1 3	1 0	not carr^{d}	not carr^{d}	2 0		1 0	1 8	1 6	0 9
Scoriæ	not carr^{d}	not carr^{d}	1 6	2 2			- -	2 0	- -	1 0	,,	,,	not carr^{d}		0 9	1 8	1 6	—
Slag	,,	,,	1 6	2 2			- -	2 0	- -	1 0	,,	,,	,,		0 9	1 8	1 6	—
Slates, *common*	1 3	2 0	2 0	3 0			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 8	1 8	1 6	1 6
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1 3	1 2	1 6	2 2			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 0	1 8	1 6	0 9
Sulphur ore	not carr^{d}	not carr^{d}	1 6	2 2			- -	2 0	- -	1*d.* per ton per mile.	not carr^{d}	not carr^{d}	not carr^{d}		1 8	1 8	1 6	—
Tiles	1 3	2 0	2 6	3 8			- -	2 0	1 3	1 0	2 6	1 3	2 0		1 8	1 8	1 6	1 6
Turf	not carr^{d}	not carr^{d}	2 6	3 8			- -	2 0	3 4	2 6	3 9	not carr^{d}	2 6		1 0	1 8	1 6	—
Zinc Ore	,,	,,	1 6	2 2			- -	2 0	- -	not carr^{d}	not carr^{d}	,,	not carr^{d}		1 8	1 8	1 6	—

Worked by Great Southern and Western.

No return. No goods traffic. Pleasure line.

Local, 1*s.* Through traffic, two companies, 4½*d.* Through traffic, three companies, 3½*d.*

* In loads of 5 tons up to 6½ miles, 6*s.* per truck; 6½ to 15½ miles, 8*s.* per truck; 15½ to 24 miles, 10*s.* 6*d.* per truck.
† Lime, in waggon loads of 5 tons, to Kinsale or any station on Kinsale Branch, from Cork at 10*s.* 6*d.* per waggon.
‡ And seaweed.
§ In loads of 5 tons.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2 *a*.—What is the Minimum Load of each Article below which you refuse to take at these Rates ?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
	Tons.	Tons.	ons.				Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Bricks, *common*	5	5					4	5	5	no min[m]	5	5	5	5	1	3	In loads of 5 tons.	Not stated.
Cannel	5	5					- -	5	5	,,	not carr[d]	5	5	5	1	3		
Chromate ores	not carr[d]	not carr[d]					- -	5	- -	- -	,,	not carr[d]	not carr[d]	5	1	3		
Cinders	5	5					- -	5	5	no min[m]	,,	,,	,,	5	1	3		
Clay	5	not carr[d]					- -	5	5	,,	,,	,,	,,	5	1	3		
Coal	5	5	5				5	5	5	,,	5	5	5	5	1	3		
Coke	5	not carr[d]					- -	5	5	,,	not carr[d]	5	5	5	1	3		
Compost	5	,,					- -	5	5	,,	,,	not carr[d]	5	5	1	3		
Coprolites, *for manure*	not carr[d]	,,					- -	5	5	,,	,,	,,	5	5	1	3		
Culm	5	,,					- -	5	5	,,	5	5	5	5	1	3		
Draining pipes and tiles (*com. for agricultural draining*).	5	5					4	5	5	,,	5	5	5	5	1	3		
Dross	not carr[d]	not carr[d]					- -	5	- -	,,	not carr[d]	not carr[d]	not carr[d]	5	1	3		
Fire bricks and clay	5	5					- -	5	5	,,	5	5	5	5	1	3		
Flagstones	5	not carr[d]					- -	5	5	,,	5	5	5	5	1	3		
Granite, *undressed*	5	5					- -	5	5	,,	5	5	5	5	1	3		
Gravel	5	5					- -	5	5	,,	5	not carr[d]	5	5	1	3		
Iron ore	not carr[d]	5					- -	5	5	not stated	5	,,	not carr[d]	5	1	3		
Iron, *pig*	5	not carr[d]					- -	5	5	no min[m]	5	,,	,,	5	1	3		
Iron stone	not carr[d]	,,					- -	5	5	not carr[d]	not carr[d]	,,	,,	5	1	3		
Lime and limestone	5	5					4	5	5	no min[m]	5	5	5	5	1	3		
Manure, *in bulk*	5	not carr[d]					- -	5	5	,,	not carr[d]	not carr[d]	5	5	1	3		
Materials for road repairs	5	,,					- -	5	5	,,	,,	,,	not carr[d]	5	1	3		
Peat	not carr[d]	,,					- -	5	2	,,	any quantity over 2.	,,	2	5	1	3		
Potter's earth	,,	,,					- -	5	- -	,,	not carr[d]	,,	not carr[d]	5	1	3		
Pyrites	,,	,,					- -	5	5	not stated	,,	,,	,,	5	1	3		
Salt, *rock, and unmanufactured*	5	only in owners' waggons.					- -	5	5	no min[m]	,,	5	5	5	1	3		
Salt, *in bulk*, including manufactured salt, when so carried.	5	5					- -	5	5 cwt. in bags, 5 tons in lots.	,,	any quantity.	6 cwt.	5	5	1	3		
Sand	5	5					- -	5	5	,,	not carr[d]	not carr[d]	5	5	1	3		
Scoriæ	not carr[d]	not carr[d]					- -	5	- -	,,	,,	,,	not carr[d]	5	1	3		
Slag	,,	,,					- -	5	- -	,,	,,	,,	,,	5	1	3		
Slates, *common*	5	5					- -	5	5	,,	5	5 tons.	5	5	1	3		
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	5	5					- -	5	5	,,	5	5	5	5	1	3		
Sulphur ore	not carr[d]	not carr[d]					- -	5	- -	not stated	not carr[d]	not carr[d]	not carr[d]	5	1	3		
Tiles	5	5					- -	5	5	no min[m]	5	5	5	5	1	3		
Turf	not carr[d]	not carr[d]					- -	5	2	2	any quantity over 2.	not carr[d]	2	5	1	3		
Zinc ore	,,	,,					- -	5	- -	not carr[d]	not carr[d]	,,	not carr[d]	5	1	3		

No smaller charge on any consignment than 8*d*. for any distance, and no lesser weight than 56 lbs. conveyed per "Goods train."

No smaller charge on any goods consignment than 8*d*.

Worked by Great Southern and Western.

No return. No goods traffic. Pleasure line.

One ton or upwards.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

3*a*.—What is the Distance to which this Charge is applicable? :

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
	Miles.	Miles.	Miles.	Miles.			Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		Miles.
Bricks, *common*	10	10	6½ to 10	17¼			7	8	5½ and 8½	8 & under	10	9	20	4	6	6		7
Cannel	10	7	6½ to 10	17¼			not carr[d]	8	5½ and 8½	8 & under	not carr[d]	9	20	4	6	6		7
Chromate ores	not carr[d]	not carr[d]	6½ to 10	17¼			,,	8	- -	- -	,,	not carr[d]	not carr[d]	4	6	6		7
Cinders	10	7	6½ to 10	17¼			,,	8	5 8½	8 & under	,,	,,	,,	4	6	6		7
Clay	10	not carr[d]	6½ to 10	17¼			,,	8	5½ and 8½	8 & under	,,	,,	,,	4	6	6		7
Coal	10	7	6½ to 24	24			4	8	5½ and 8½	8 & under	10	9	7	4	6	6		7
Coke	10	not carr[d]	6½ to 10	17¼			- -	8	5½ and 8½	8 & under	not carr[d]	9	7	4	6	6		7
Compost	10	,,	6½ to 10	17¼			- -	8	5½ and 8½	8 & under	,,	not carr[d]	7	4	6	6		7
Coprolites, *for manure*	not carr[d]	,,	6½ to 10	17¼			- -	8	5½ and 8½	8 & under	,,	,,	7	4	6	6		7
Culm	10	,,	6½ to 10	17¼			- -	8	5½ and 8½	8 & under	10	9	7	4	6	6		7
Draining pipes and tiles (*com. for agricultural draining*).	10	10	6½ to 10	17¼			7	8	5½ and 8½	8 & under	10	9	20	4	6	6		7
Dross	not carr[d]	not carr[d]	6½ to 10	17¼			- -	8	- -	8 & under	not carr[d]	not carr[d]	not carr[d]	4	6	6		7
Fire bricks and clay	10	10	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Flagstones	10	not carr[d]	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Granite, *undressed*	10	14	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Gravel	10	14	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	not carr[d]	20	4	6	6		7
Iron ore	not carr[d]	15*	6½ to 10	17¼			- -	8	5½ to 8½	39	10	,,	not carr[d]	4	6	6		7
Iron, *pig*	10	not carr[d]	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	,,	,,	4	6	6		7
Iron stone	not carr[d]	,,	6½ to 10	17¼			- -	8	5½ to 8½	not carried	not carr[d]	not carr[d]	,,	4	6	6		7
Lime and limestone	10	13	6½ to 10	17¼			4	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Manure, *in bulk*	10	not carr[d]	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	not carr[d]	not carr[d]	13	4	6	6		7
Materials for road repairs	10	,,	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	,,	,,	not carr[d]	4	6	6		7
Peat	not carr[d]	,,	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	,,	14	4	6	6		7
Potters' earth	,,	,,	6½ to 10	17¼			- -	8	- -	8 & under	not carr[d]	,,	not carr[d]	4	6	6		7
Pyrites	,,	,,	6½ to 10	17¼			- -	8	5½ to 8½	- -	,,	,,	,,	4	6	6		7
Salt, *rock, and unmanufactured*	10	only in owners' waggons.	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	,,	9	13	4	6	6		7
Salt, *in bulk*, including manufactured salt, when so carried	10	10	6½ to 10	17¼			- -	8	5¼ to 8½	8 & under	10	9	16	4	6	6		7
Sand	10	10	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	not carr[d]	not carr[d]	20	4	6	6		7
Scoriæ	not carr[d]	not carr[d]	6½ to 10	17¼			- -	8	- -	8 & under	,,	,,	not carr[d]	4	6	6		7
Slag	,,	,,	6½ to 10	17¼			- -	8	- -	8 & under	,,	,,	,,	4	6	6		7
Slates, *common*	10	10	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	10	14	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Sulphur ore	not carr[d]	not carr[d]	6½ to 10	17¼			- -	8	- -	- -	not carr[d]	not carr[d]	not carr[d]	4	6	6		7
Tiles	10	10	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	9	20	4	6	6		7
Turf	not carr[d]	not carr[d]	6½ to 10	17¼			- -	8	5½ to 8½	8 & under	10	not carr[d]	14	4	6	6		7
Zinc ore	,,	,,	6½ to 10	17¼			- -	8	- -	not carried	not carr[d]	,,	not carr[d]	4	6	6		7

Worked by Great Southern and Western.

No return. No goods traffic. Pleasure line.

5½ miles up to 17 miles.

* Only carried from one place.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.—(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

b.—What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles ?

N.B.—The Statement of Maximum Charges allowed by the respective Acts of Parliament, has been added since the answers were received.

Name of Article.	Belfast and County Down.		Belfast and Northern Counties.		Cork and Bandon.		Cork and Kinsale Junction.		Cork and Youghal.		Cork, Blackrock, and Passage.		Dublin and Belfast Junction.		Dublin and Drogheda.		Dublin and Meath.		Dublin, Wicklow, and Wexford.		Great Southern and Western.		Irish North-western.		Midland Great Western.		Newry and Armagh.		Newry, Warrenpoint, and Rostrevor.		Ulster.		Waterford and Limerick.		Waterford and Tramore.	
	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.	Parly Maxm	Charge.
	only 27 miles.																35 miles.		up to 60mls.																	
Bricks, *common*	2	1½	*a*	about 1	2½	1⅝	2½	1½	2		2½		3½	1½	1½	1	3	1·472	1½	1	*g*	1	3½	1½	3	1¼	2		2		*f*		2		3	
Cannel	2	1½	*b*	about 1½	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1	*h*	not carᵈ	3½	1½	3	1½	2		2		*f*		2	1½	3	
Chromate ores	—	not carᵈ	—	not carᵈ	—	1⅝	—	1½	—		—		—		1	1	—	—	—		—	do.	—	not carᵈ	—	not carᵈ	—		—		—		1		3	
Cinders	2	1½	*a*	about 1½	2½	1⅝	2½	1½	2		2½		3½		1½	1	3	1·472	1½	1	*g*	do.	3½	do.	3	do.	2		2		*f*		2		3	
Clay	2	1½	*b*	not carᵈ	2½	1⅝	2½	1½	2		2½		3½		1½	1	3	1·472	1½	1	*g*	do.	3½	do.	3	do.	2		2		*f*		2	1½	3	
Coal	2	1½	*b*	about 1½	2½	—	2½	—	2		2½		3½	1¼ to 1⅞	1½	1	3	1·472	1½	1	*h*	1	3½	0½	3	0½	2		2		*f*		2	1½	3	
Coke	2	1½	*a*	not carᵈ	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1	*g*	not carᵈ	3½	1½	3	0½	2		2		*f*		2	1½	3	
Compost	1½	1½	*c*	do.	2	1⅝	2	1½	1½		2		2½	—	1½	1	3	1·472	1½	1	*i*	do.	3½	not carᵈ	2	0½	1½		1½		*l*		1½		2	
Coprolites, *for manure*	3	not carᵈ	*c*	do.	2	1⅝	2	1½	1½		2½		2½	—	1½	1	3	1·472	1½	1	*i*	do.	2½	do.	2	0½	1½		1½		*l*		1½		2	
Culm	2	1½	*a*	do.	2½	1⅝	2½	1½	—		2½		3½	—	1½	1	3	1·472	1½	1	*g*	1	2½	do.	2	0½	1½		1½		*l*		1½		2	
Draining pipes and tiles (*com. for agricultural draining*)	2	1¼	*a*	about 1½	2½	3	2½	2½	2		2½		3½	1½	1½	1	3	1·472	1½	1½	*g*	1	3½	1½	3	1¼	2		2		*f*		2		3	
Dross	—	not carᵈ	—	not carᵈ	—	1½	—	1½	—		—		—		1	1	—	—	—	1	—	not carᵈ	—	not carᵈ	—	not carᵈ	—		—		—		—		—	
Fire bricks and clay	2	1¼	*a*	about 1	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1	*g*	1	3½	1¼	3	1¼	2		2		*f*		2		3	
Flagstones	2	1¼	*b*	not carᵈ	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1½	*g*	1	3½	1¼	3	1¼	2		2		*f*		2		3	
Granite, *undressed*	2	1¼	*b*	1	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1⅝	*g*	1	3½	1¼	3	1¼	2		2		*f*		2		3	
Gravel	—	1½	—	1	—	1⅝	—	1½	—		—		—	—	1	1	—	1·472	—	1⅝	—	1	—	not carᵈ	—	1¼	—		—		—		—		—	
Iron ore	2	not carᵈ	*a*	only carᵈ from one place.	2½	1⅝	3½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1	*g*	1	3½	do.	3	not carᵈ	2		2		*f*		2		3	
Iron, *pig*	2	1½	*a*	not carᵈ	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1⅝	*g*	1	3½	do.	3	do.	2		2		*f*		2		3	
Iron stone	2	not carᵈ	*a*	do.	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	not cᵈ	*g*	not carᵈ	3½	do.	3	do.	2		2		*f*		2		3	
Lime and limestone	1½	1¼	*c*	about 1	2	1⅝	*k*	1½‡	1½		2		2½	under 15 miles, 1½ above 15 miles, 1¼	1½	1	2	1·472	1½	1⅝	*i*	1	3½	1¼	2	1¼	1½		1½		*l*		1½		2	
Manure, *in bulk*	1½	1½	*c*	not carᵈ	2	1⅝	2	1½	1½		2		2½	—	1½	1	2	1·472	1½	1½	*i*	not carᵈ	3½	not carᵈ	2	0·83	1½		1½		*l*		1½		2	
Materials for road repairs	1½	1½	*c*	do.	2	1⅝	2	1½	1½		2		2½	—	1½	1	2	1·472	1½	1⅝	*i*	do.	2½	do.	2	not carᵈ	1½		1½		*l*		1½		2	
Peat	—	not carᵈ	—	do.	—	3	—	2½	—		—		—	—	1	1	—	2·82	—	1	—	1	—	do.	—	2¼	—		—		—		1½		—	
Potters' earth	—	do.	—	do.	—	1⅝	—	1½	—		—		—	—	1	1	—	—	—	1	—	not carᵈ	—	do.	—	not carᵈ	—		—		—		1½		—	
Pyrites	—	do.	*copper ore, e*	do.	*copper ore*, 2½	1⅝	*copper ore*, 2½	1½	—		—		—	—	1	—	—	1·472	*copper ore*, 1½	—	—	do.	—	do.	—	do.	—		—		—		1½		—	
Salt, *rock, and unmanufactured*	—	1½	—	only in owners' waggons	—	1⅝	—	1½	—		—		—	—	1	—	—	1·472	—	1⅝	—	do.	—	1½	—	0·83	—		—		—		1½		—	
Salt, *in bulk*, including manufactured salt, when so carried	—	1½	—	about 1½	—	1⅝	—	1½	—		—		—	—	1	—	—	1·472	—	1⅝	—	1¾	—	2	—	1½	—		—		—		1½		—	
Sand	2	1½	*d*	about 1	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1	*k*	not carᵈ	3½	not carᵈ	3	1½	2		2		*f*		1½		3	
Scoriæ	—	not carᵈ	—	not carᵈ	—	1⅝	—	1½	—		—		—	—	1	1	—	—	—	1	—	do.	—	do.	—	not carᵈ	—		—		—		1½		—	
Slag	—	do.	—	do.	—	1⅝	—	1½	—		—		—	—	1	1	—	—	—	1	—	do.	—	do.	—	do.	—		—		—		1½		—	
Slates, *common*	2	1½	*a*	about 1½	2½	2⅝	2½	2	2		2½		3½	—	1½	1	3	1·472	1½	1½	*g*	1	3½	1¼	3	1¼	2		2		*f*		1½		3	
Stone, *in the rough state, building, pitching, paving, kerb, or flags*	2	1½	*b*	1	2½	1⅝	2½	1½	2		2½		3½	—	1½	1	3	1·472	1½	1⅝	*g*	1	3½	1¼	3	1¼	2		2		*f*		1½		3	
Sulphur ore	—	not carᵈ	—	not carᵈ	—	1⅝	—	1½	—		—		—	—	1	1	—	—	—	1⅝	—	not carᵈ	3½	not carᵈ	3	not carᵈ	—		—		—		1½		—	
Tiles	2	1½	*a*	about 1½	2½	3	2½	2	2		2½		3½	—	1½	1	3	1·472	1½	1½	*g*	1	3½	1½	3	2¼	2		2		*f*		1½		3	
Turf	—	not carᵈ	—	not carᵈ	—	3	—	2½	—		—		—	—	1	1	—	2·82	—	1	—	1	—	not carᵈ	—	not carᵈ	—		—		—		1½		—	
Zinc ore	—	do.	—	do.	—	1⅝	—	1½	—		—		—	—	1	1	—	—	—	not cᵈ	—	not carᵈ	—	do.	—	not carᵈ	—		—		—		1½		—	

Worked by Great Southern and Western. — No return. No goods traffic. Pleasure line. — Local, 2*d*. Through traffic, two companies, 1⅝*d*. Through traffic, three companies, 1½*d*. — About 1*d*. — The charge per ton varies according to competition, but for 50 miles it may stand thus:—Not less than 5 tons, 1½*d*. per ton; in lots less than 5 tons, 1¾*d*. per ton. — Only ¾ miles in length.

* DUBLIN AND BELFAST JUNCTION.—15 miles is the longest distance coal is conveyed.

‡ BELFAST AND COUNTY DOWN.—Lime in waggon loads of 5 tons to Kinsale or any station on Kinsale Branch from Cork, at 10*s*. 6*d*. per waggon.

† GREAT SOUTHERN AND WESTERN.—*For the maximum Parliamentary rates on the Cork and Youghal line,* see *under the heading "Cork and Youghal."*

a. 3½*d. Belfast and Ballymena; 2½d. Londonderry and Coleraine; 2d. Ballymena to Portrush.*
b. 3½*d.* do. do. 2*d.* do. do. 2*d.* do. do.
c. 2½*d.* do. do. 2*d.* do. do. 1½*d.* do. do.
d. 3½*d.* do. do. - - - - 2*d.* do. do.
e. - - - 2½*d.* do. do.

g. 3*d. Dublin and Carlow; 2d. Cork to River Lee and Roscrea to Birdhill; 2d. Carlow to Kilkenny; 2½d. Mallow to Killarney; 2d. Mallow and Fermoy.*
h. 3*d.* do. do. 2*d.* do. do. 1½*d.* do. do. 2½*d.* do. do. 2*d.* do. do.
i. 2½*d.* do. do. 1½*d.* do. do. 1½*d.* do do. 1½*d.* do. do.
k. 3*d.* do. do. 2*d.* do. do. 2*d.* do, - - - - 2*d.* do. do.
l. 3½*d. Portadown to Armagh; 1½d. Portadown, Dungannon, and Omagh.*

For Articles carried from Station to Station only, or from Junction to Junction only, on all your Lines.—(A.) If Companies' Waggons, when loaded and unloaded by the Owners.

b 2.—What is your Scale of Charges according to Distance for Distances beyond 50 Miles ?

Name of Article.	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish Northwestern.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
										beyond 60 miles.								
		d.					*d.*			*d.*	*d.*	*d.*	*d.*			*d.*		
Bricks, *common*	Their distances do not exceed 30 miles.	about 1*d.*	Under 50 miles in length.	Under 50 miles in length.	Worked by Great Southern and Western.	No return. No goods traffic. Pleasure line.	$1\frac{1}{2}$	"No such distances."	Not 50 miles long.	1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1	Not 50 miles long.	About one penny.	$1\frac{3}{4}$	In lots of 5 tons and upwards, from 3*s.* 9*d.* up to 5*s.* 2*d.* per ton for 50 to 77 miles.	Only $7\frac{1}{4}$ miles in length.
Cannel		1					—			1	not carr^{d}	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Chromate ores		not carr^{d}					—			—	,,	not carr^{d}	not carr^{d}			$1\frac{3}{4}$		
Cinders		1					—			1	,,	,,	,,			$1\frac{3}{4}$		
Clay		not carr^{d}					—			1	,,	,,	,,			$1\frac{3}{4}$		
Coal		1					15 miles longest for coal.			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	$\frac{3}{4}$			$1\frac{1}{3}$		
Coke		not carr^{d}					—			1	not carr^{d}	$1\frac{1}{4}$	$\frac{3}{4}$			$1\frac{1}{3}$		
Compost		,,					—			1	,,	not carr^{d}	$\frac{3}{4}$			$1\frac{3}{4}$		
Coprolites, *for manure*		,,					—			1	,,	,,	$\frac{3}{4}$			$1\frac{3}{4}$		
Culm		,,					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	$\frac{3}{4}$			$1\frac{3}{4}$		
Draining pipes and tiles (*com. for agricultural draining*).		1					$1\frac{1}{2}$			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Dross		not carr^{d}					—			1	not carr^{d}	not carr^{d}	not carr^{d}			$1\frac{3}{4}$		
Fire bricks and clay		about 1*d.*					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Flagstones		not carr^{d}					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Granite, *undressed*		1					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Gravel		1					—			1	1 to $\frac{3}{4}$	not carr^{d}	1			$1\frac{3}{4}$		
Iron ore		only carr^{d} from one place.					—			—	1 to $\frac{3}{4}$	,,	not carr^{d}			$1\frac{3}{4}$		
Iron, *pig*		not carr^{d}					—			1	1 to $\frac{3}{4}$	,,	,,			$1\frac{3}{4}$		
Iron stone		,,					—			not carr^{d}	not carr^{d}	,,	,,			$1\frac{3}{4}$		
Lime and limestone		about 1*d.**					$1\frac{1}{4}$			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Manure, *in bulk*		not carr^{d}					—			1	not carr^{d}	not carr^{d}	0·83			$1\frac{3}{4}$		
Materials for road repairs		,,					—			1	,,	,,	not carr^{d}			$1\frac{3}{4}$		
Peat		,,					—			1	1 to $\frac{3}{4}$	,,	$2\frac{1}{4}$			$1\frac{3}{4}$		
Potters' earth		,,					—			1	not carr^{d}	,,	not carr^{d}			$1\frac{3}{4}$		
Pyrites		,,					—			—	,,	,,	,,			$1\frac{3}{4}$		
Salt, *rock, and unmanufactured*		only in owner's waggons.					—			1	,,	$1\frac{1}{4}$	0·83			$1\frac{3}{4}$		
Salt, *in bulk*, including manufactured salt, when so carried.		1					—			1	$1\frac{1}{2}$ to $1\frac{1}{4}$	2	$1\frac{1}{2}$			$1\frac{1}{3}$		
Sand		1					—			1	not carr^{d}	not carr^{d}	1			$1\frac{3}{4}$		
Scoriæ		not carr^{d}					—			1	,,	,,	not carr^{d}			$1\frac{3}{4}$		
Slag		,,					—			1	,,	,,	,,			$1\frac{3}{4}$		
Slates, *common*		about $1\frac{1}{2}$*d.*					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*		1					—			1	1 to $\frac{3}{4}$	$1\frac{1}{4}$	1			$1\frac{3}{4}$		
Sulphur ore		not carr^{d}					—			—	not carr^{d}	not carr^{d}	not carr^{d}			$1\frac{3}{4}$		
Tiles		about $1\frac{1}{2}$*d.*					—			1	1 to $\frac{3}{4}$	$1\frac{1}{2}$	1			$1\frac{3}{4}$		
Turf		not carr^{d}					—			2·11	1 to $\frac{3}{4}$	not carr^{d}	$2\frac{1}{4}$			$1\frac{1}{3}$		
Zinc ore		,,					—			not carr^{d}	not carr^{d}	,,	not carr^{d}			$1\frac{3}{4}$		

* Lime in truck loads of 5 tons each up to $6\frac{1}{2}$ miles, 6*s.* per truck ; from $6\frac{1}{2}$ miles and not exceeding $15\frac{1}{2}$ miles, 8*s.* per truck ; exceeding $15\frac{1}{2}$ miles and up to 24 miles, 10*s.* 6*d.* per truck.

Answers to Questions 2*c* to 9.—Traffic in Companies' Waggons.

——	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale Junction.	Cork and Youghal.	Cork, Blackrock, and Passage.
2*c*. What is the charge per ton for terminal or station accommodation?	No charge made	No defined charge	Nil.	——	Worked by Great Southern and Western.	No return. No goods' traffic. Pleasure line.
2*c*. Is it included in the foregoing charges?	Yes	Terminal and station accommodation is included in charges given.	——	——		
2*d*. What is the charge for loading and unloading when done by the Company?	We would not load or discharge a larger quantity than a portion of a waggon load. Smaller quantities than waggon loads (5 tons) when loaded by the company are charged at the rate of goods of the next higher class, which, as well as I can average our rates, would be a fourth more than the rates quoted.	We never load or unload this description of traffic.	——	——		
2*d*. Is it in addition to the foregoing charges?	Yes.	——	——	——		
3. Are the above mileage charges uniformly applied between all stations on your system of railways?	(*See* below)*	I have endeavoured to give a fair average, but the rates given will not apply in all cases.	Yes, with the following exceptions.	Yes.		
4. If not, state the nature of the exceptions.	(*See* below)*	The following are a few of the exceptions: *coals*, Londonderry to Coleraine, 33 miles, 2*s*. per ton; Belfast to Ballymoney, 54 miles, 4*s*. per ton; *gravel* and *sand*, Toome to Belfast, 36 miles, 2*s*. per ton; *freestone*, Cookstown to Belfast, 54 miles, 3*s*. 6*d*. per ton; *broken stones*, Castlerock to Londonderry, 28 miles, 1*s*. 9*d*. per ton.	The rates between Cork and Kinsale for 24 miles are the same as those between Cork and Bandon for 20 miles, on which distance the rates were originally struck.	——		
5. Is the traffic of this class conveyed at the owners' risk, or otherwise?	Conveyed at owners' risk if in 5 ton lots, loaded and unloaded by themselves.	At owners' risk	Yes (owners' risk)	At owners' risk.		
6. If not, state in what respects you depart from this condition?	Small quantities under 5 tons which are charged for at the higher rate are conveyed at the risk of the company.	——	——	——		
7. Do you undertake to deliver this class of traffic within a specified time?	Yes; within 24 hours, unless we guard ourselves against liabilities for delay in the receipts given for the goods.	No	Yes; but at the stations only	Yes.		
8. What time is allowed at the stations for loading and unloading this class of traffic.	24 hours nominally is the time allowed; but we cannot enforce demurrage. The unreasonable detention of our waggons is one of the chief difficulties we have to contend with.	24 hours is the time allowed; but it is generally detained longer, and it is with great difficulty we can obtain any charge for demurrage.	24 hours	24 hours.		
9. What charge do you make for demurrage of waggons?	——	3*s*. per diem	Our regulations allow us to charge 3*s*. per day or part of a day.	Our regulations allow us to charge 3*s*. per day or part of a day.		

* The distances over which goods traffic is carri ed on the Belfast and County Down line are so short, and the line itself is so circuitous, that our goods rates have not been calculated at any uniform rate per mile, but have been struck to meet the competition by road. Th e rates quoted per mile will therefore not work out exactly correct for all our stations, an average mileage rate having been deduced as nearly as practicable from the arbitrary rates charged to the different stations. Goods are frequently conveyed at rates less than those quoted by special agreement. We have generally to make a bargain for large consignments. We frequently take coarse traffic, such as the articles named in this list, for a minimum c harge of 5*s*. per 5 ton waggon for distances under 10 miles, and 10*s*. per waggon for 27 miles, and intermediate distances in proportion, but always in such cases with an understanding as to the quick discharge of our waggons.

ANSWERS to QUESTIONS 2*c* to 9.—TRAFFIC in COMPANIES' WAGGONS—*continued.*

—	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.	Irish North-western.
2*c*. What is the charge per ton for terminal or station accommodation ?	Included in charges	According to the distance conveyed ; for 30 miles they charge 9*d*. terminal at each end.	None	No charge beyond the mileage rate.	1*s*. 6*d*. excepting on draining pipes and tiles (agricultural).	Nil.
2*c*. Is it included in the foregoing charges ?	The terminal is in the charges	Additional	Yes	No charge beyond the mileage rate.	Yes.	—
2*d*. What is the charge for loading and unloading when done by the Company ?	Not done by this company	Not done by this company	Done in all cases by owner—exceptions :—*Iron ore*, 9*d*. per ton in addition to mileage charge. 9*d*. per ton is the charge for haulage for ¼ mile on tramway ; transfer of load from tramway waggon to railway waggon, unloading at port, and for shipping. *Sulphur ore*, 1*d*. per ton loading, and 1*d*. per ton unloading.	This company does not load or unload, with the following exceptions	Not done by this company. As respects *peat* and *salt in bulk*, is included in terminal.	Nil
2*d*. Is it in addition to the foregoing charges ?	Nil	Nil	Owner does all	In respect to *iron ore* and *sulphur ore* it is in addition to mileage charge.	As respects *peat* and *salt in bulk*, it is included in the terminal.	—
3. Are the above mileage charges uniformly applied between all stations on your system of railways ?	Generally they are	Yes, as a general rule, but with occasional exceptions.	Yes, as nearly as possible	Yes	No	Yes, as near as may be.
4. If not, state the nature of the exceptions.	When there are two routes the public have the advantage of being charged for the shortest.	When the route per rail is circuitous we give the public the advantage, and charge only for the direct distance.	*Coals* are carried in most cases at very little beyond 1*d*. a mile a ton.	—	Vary where distance by rail is greater than that by road, and at competitive points.	—
5. Is the traffic of this class conveyed at the owner's risk, or otherwise ?	Nominally at owners' risk, but there is little risk in carrying this class of traffic.	Nominally, but there is little or no risk.	At the owners' risk	Risk of company	Except *peat* and *salt*	At owners' risk, except in the case of *manufactured salt*.
6. If not, state in what respects you depart from this condition ?	Nil	Nil	No departure	—	—	—
7. Do you undertake to deliver this class of traffic within a specified time ?	Within 48 hours, unless there is some arrangement to suit circumstances.	Within 48 hours, unless otherwise arranged.	No specific understanding, but as a rule we deliver nearly with as great regularity as if ordinary goods.	No	No	We undertake to convey it on the railway in reasonable time, but not to collect nor deliver it to or from the station.
8. What time is allowed at the stations for loading and unloading this class of traffic ?	One day for loading ; two days for unloading.	24 hours	24 hours, but a much longer space is allowed in practice.	24 hours	24 hours	No limit is, in practice, made.
9. What charge do you make for demurrage of waggons ?	3*s*. per day is the charge, but it is seldom enforced.	None in practice ; nominally 3*s*. per day per waggon.	3*s*. a day, but in no case exacted up to this date.	3*s*. per day, but rarely or ever charged.	3*s*. per waggon per day	We have never as yet charged demurrage.

NOTE.—The Irish North-western district is almost exclusively agricultural ; there is very little manufacture, and very little mineral traffic.

ANSWERS to QUESTIONS 2*c* to 9.—TRAFFIC in COMPANIES' WAGGONS—*continued.*

—	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
2*c*. What is the charge per ton for terminal or station accommodation?	Nil	6*d*. at each end	6*d*. to 1*s*.	Included in the foregoing charges, but is varied according to circumstances.	The foregoing rates are inclusive of terminal accommodation.	—
2*c*. Is it included in the foregoing charges?	—	*Local*; yes, for one end only 2 companies; no. 3 companies; no.	Yes	Included in the foregoing charges, but is varied according to circumstances.	Yes.	—
2*d*. What is the charge for loading and unloading when done by the Company?	6*d*. per ton	3*d*. per ton at each end	5*d*. to 8*d*.	Loading and unloading are performed by the sender and consignee. If done by this company, only actual payments for this service are charged.	The loading and unloading are not performed by this company, except under special agreement, and vary from 3*d* to 6*d*. per ton.	—
2*d*. Is it in addition to the foregoing charges?	Yes	Yes	Yes, in the case of the 9*d*. rate; *i.e., compost, gravel, manure in bulk, materials for road repairs, scoriæ, and slag.*	(*See* preceding reply)	Yes.	—
3. Are the above mileage charges uniformly applied between all stations on your system of railways?	No	No	This company has only terminal stations.	No	They vary according to circumstances.	Yes.
4. If not, state the nature of the exceptions.	The rates quoted are in general use; but reduced rates are made for certain quantities under particular conditions, and to suit the requirements of particular districts.	Competition by road, canal, and other railway lines.	—	The exceptions are so very numerous that it is impossible to enumerate them in this return.	The exceptions are when it is found necessary to obtain the traffic at special lower rates than the ordinary tariff, but this applies principally to cargoes or large quantities	—
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Owners' risk	At owners' risk	No	At owners' risk in all cases	As a rule, it is carried at owners' risk.	Company's risk.
6. If not, state in what respects you depart from this condition?	By increasing the rates 20 per cent.	—	—	—	According to circumstances; and in respect to damage where it proceeds from circumstances beyond the control of senders.	—
7. Do you undertake to deliver this class of traffic within a specified time?	No	No	No	No	Lowest specific time for delivery; but generally 24 hours.	Within the day.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours; Sundays, Christmas Day, and Good Friday excepted.	24 hours	Two clear days; and the company assists to load and unload all traffic and generally does all the porterage duties to avoid demurrage.	A clear day; unless under special circumstances, when a further reasonable time is allowed.	24 hours.	—
9. What charge do you make for demurrage of waggons?	3*s*. per waggon per day	3*s*. per diem	3*s*. per day	3*s*. per day, under clearing house regulations; but it is rarely enforced.	3*s*. per day after 24 hours.	—

ANSWERS to QUESTIONS 10 to 16, Traffic in Owners' Waggons; 17 to 20, Through Traffic; 21, 22, Contract Charges.

—	Belfast and County Down.	Belfast and Northern Counties.	Cork and Bandon.	Cork and Kinsale.	Cork and Youghal.	Cork, Blackrock, and Passage.	Dublin and Belfast Junction.	Dublin and Drogheda.	Dublin and Meath.	Dublin, Wicklow, and Wexford.	Great Southern and Western.
TRAFFIC IN OWNERS' WAGGONS.											
10. State in the following table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.	Nothing done in owners' waggons.	10. For *rock salt* the minimum charge per ton is 10*d*., the minimum load 5 tons, applicable to the distance of 9 miles from Duncrue to Belfast.	These questions do not apply to this railway.	These questions do not apply to this railway.	Worked by Great Southern and Western.	No return. No goods traffic. Pleasure line.	10. No traffic in owners' waggons.	There are no owners' waggons on this company's line.	No traffic carried in owners' waggons. None likely to be presented *pro tempore*.	This company does not convey in owners' waggons.	No traffic in other than company's waggons on this railway.
10*g*. Do the charges include returning empty waggons?		10*g*. Yes.					10*g*. Nil.				
11. Are the above charges uniformly applied between all stations on your system of railways?		11. We only carry salt rock in owners' waggons.					—				
12. If not, state the nature of the exceptions - -		—					—				
13. Is the traffic of this class conveyed at the owners' risk or otherwise?		13. At owners' risk.					—				
14. Do you undertake to convey this class of traffic within a specified time?		14. Yes.					—				
15. And to return the empty waggons within a specified time? And if so, in what time?		15. Yes. The same day as landed.					—				
16. Do you allow demurrage on owners' waggons when not returned within the specified time?		16. No.					—				
THROUGH TRAFFIC.											
17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Our traffic is all local.	17. Through charges are made with the companies named. [Carrickfergus and Larne, and Londonderry and Coleraine.] but we have no junction with any other lines.	These questions do not apply to this railway.	These questions do not apply to this railway.	Worked by Great Southern and Western.	No return. No goods traffic. Pleasure line.	17. Yes.	17. Yes.	17. Yes	This line is isolated and has no junction with any other.	17. Yes.
18. Are the junctions considered as stations for this class of traffic?		18. Yes.					18. Yes.	18. Yes.	18. No		18. Yes.
19. If not, state the exceptions - - - - -		—					—	—	—		—
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?		—					20. The local rates are charged and the waggons allowed to go through.	20. Through rates are given.	—		20. Local rates of each company charged, and waggons sent through.
CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.											
21. Have you any scale of charges applicable to contracts? If so— *a*. Is the charge based on a minimum annual payment, or on the quantity carried? *b*. Or how otherwise?	21. We have no contracts for goods traffic.	21. No.	These questions do not apply to this railway.	These questions do not apply to this railway.	Worked by Great Southern and Western.	No return. No goods traffic. Pleasure line.	21. No.	21. None. *a*. Nil. *b*. Nil.	21. on coal.	*See* above.	21. No.
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	*See* reply to Nos. 3 and 4.	22. No.					22. For large quantities of goods arrangements are at times made to take them at lower rates.	22. Occasionally for large quantities, conditioned to suit economy of haulage, low rates are named.	—		22. Yes.

Answers to Questions 10 to 16, Traffic in Owners' Waggons; 17 to 20, Through Traffic; 21, 22, Contract Charges—*continued.*

	Irish North-western.	Midland Great Western.	Newry and Armagh.	Newry, Warrenpoint, and Rostrevor.	Ulster.	Waterford and Limerick.	Waterford and Tramore.
TRAFFIC IN OWNERS' WAGGONS.							
10. State in the following table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.	All goods are carried in waggons belonging to this company.	All rolling stock belongs to this company.	No traffic in owners' waggons.	This company has no such traffic.	No waggons belonging to private owners are used on this railway.	Not carried in any but company's waggons.	—
10*g*. Do the charges include returning empty waggons?							
11. Are the above charges uniformly applied between all stations on your system of railways?							—
12. If not, state the nature of the exceptions -							—
13. Is the traffic of this class conveyed at the owners' risk, or otherwise?							—
14. Do you undertake to convey this class of traffic within a specified time?							—
15. And to return the empty waggons within a specified time? And if so, in what time?							—
16. Do you allow demurrage on owners' waggons when not returned within the specified time?							—
THROUGH TRAFFIC.							
17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	17. Yes - -	17. Yes, in company's waggons.	17. Yes, where permitted. Obstructions to this are specially brought before the committee.	17. Yes - - -	17. Yes - - -	17. We have through rates for this class of traffic with other companies.	—
18. Are the junctions considered as stations for this class of traffic?	18. All our junctions with other lines are situate at stations.	18. Yes - - -	18. Not always - -	18. Yes - - -	18. The junctions are at stations in all cases.	18. Yes.	—
19. If not, state the exceptions - - -	- - -	19. *See* reply 18 - -	19. When accommodation not suitable for loading or unloading of goods.	- - - -	- - - -	19. None.	—
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	- - -	20. Each company delivers at the junction of the other company. A load less than two tons is transhipped; a waggon with more than two tons is sent through to destination of its contents.	20. The goods are re-booked at local rates, and waggons sent forward under railway clearing house regulations.	20. Goods booked to the most distant through station in the direction of destination, and thence re-booked.	20. Local charges are made to the junction stations, and goods are either passed by transhipment or in the waggons, as mutually convenient for the companies.	20. If there is a ton weight or upwards, the waggon is passed on to the foreign company's line. When less than that quantity it is discharged at the junction, where the first charge becomes a "paid on" on the foreign line.	
CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.							
21. Have you any scale of charges applicable to contracts? If so—	21. No - -	21. No - - -	21. No - - -	21. - - -	21. - - - -	21. None - - -	21. No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?				*a*. Neither - -	*a*. No - - -	*a*. None.	
b. Or how otherwise?				*b*. That all the traffic shall be sent by the contracting party, and settlements monthly.		*b*. None.	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	22. No - -	22. No - - -	22. Special rates are made upon certain staple articles of transit, and on certain quantities of same.	22. Yes - - -	22. No - - -	22. None.	—

Appendix BI.

Appendix to Mr. Gentel's Evidence.

Comparative Statement of the Great Northern Grain Rates to Lincoln.

	Rates.	Miles.
Section A.	*s. d.*	
From — *To*		
Boston — Lincoln	5 0	31
Nottingham — „ *viâ Boston*	4 9	87
Hubberts Bridge — „	6 0	35
Swineshead — „	6 0	37
Heckington — „	5 0	43
Sleaford — „	5 0	46
Ancaster — „	6 8	51
Bourn — „	10 0	73

All the above stations, with the exception of Nottingham, are on the Great Northern loop and the Boston and Midland Counties line, the latter worked by the Great Northern. It will be seen that the rates calculated by the distances are very excessive and that the Great Northern Railway Company, in order to invade the Midland territory, carry grain from Nottingham over the same route and nearly three times the distance at a lower rate than from any of their own stations.

Section B.		
From — *To*		
Peterborough — Lincoln	10 0	62
Birmingham — „ *viâ Peterboro'*	11 0	162
Higham Ferrers — „	17 6	93
Oundle — „	15 0	76
Thrapston — „	15 0	82

All the same route, opposition to Birmingham only. From this table it will be seen that the Great Northern Company, to compete with the Midland Company from Birmingham, charge only 11*s.* per ton for a distance of 162 miles, but from the other stations in this Section from which there is no opposition the rates for about half that distance are greatly increased.

Section C.		
From — To		
London — *Lincoln*	11 8	138
Cambridge — „	15 0	99
Huntingdon — „	11 8	81
St. Ives — „	13 4	86
Kennett — „	16 8	118
Thirston — „	17 6	108
Six Mile Bottom — „	16 8	107
Lynn — „ 2 tons	14 2	100
Lynn — „ 5 „	12 6	100
Norwich — „ 2 „	18 4	145
Norwich — „ 5 „	17 6	145
Wells — „ 2 „	19 2	149
Wells — „ 5 „	17 6	149
Attleborough — „	17 6	136
Bury St. Edmunds — „	17 6	129

No opposition except to London.

In this Section London rates to Lincoln are compared with stations in the Eastern Counties, and it is very apparent how greatly Lincoln suffers for want of a competing through line to those counties.

	Rates.	Miles.
Section D.	*s. d.*	
From — To Lincoln a uniform rate of		
Edinburgh, Musselburgh, and all stations in the Lothians varying in distance from 275 miles to 375 miles from Lincoln by the Midland and Great Northern routes	18 4	275 to 375

Opposition by Carlisle or Newcastle.

Shows the rates from Scotland in order that the same may be compared with Eastern Counties rates in Section C. There is no need to comment on the vast difference between them.

Section E.		
Rates from the Northern ports, running 72 miles on the Great Northern to Lincoln.		
From — *To*		
Sunderland — Lincoln	8 4	163
Hartlepool — „	8 4	142
Newcastle — „	8 4	184

A statement of the rates from northern ports conveyed 72 miles on the Great Northern contrasted with Eastern Counties stations in Section C., conveyed on the same line a less distance.

Section F.		
Manchester, Sheffield, and Lincolnshire and Great Northern rates from stations north of Lincoln, which the Great Eastern will affect.		
From — *To*		
Kirton Lindsey — Lincoln	5 10	27
Northorpe — „	5 10	25
Blyton — „	5 10	23

No opposition.

From — *To*		
Gainsborough — Lincoln	3 0	19

Same route with opposition.

Shows three stations near Gainsborough, which would be affected by the Great Eastern proposed line, and the rates from those stations without any opposition compared with the rates from Gainsboro with opposition.

COMPARATIVE STATEMENT of GRAIN RATES from the LINCOLN, SLEAFORD, and BOURN DISTRICTS, with NORTHAMPTON, NORFOLK, and other BARLEY DISTRICTS to BURTON-ON-TRENT.

Lincoln, Sleaford, and Bourn District.	Distance from Burton.	Rate per Ton.	Northampton District.	Distance from Burton.	Rate per Ton.	Norfolk and Suffolk.	Distance from Burton.	Rate per Ton.	West and Foreign Ports.	Distance from Burton.	Rate per Ton.
	Miles.	s. d.		Miles.	s. d.		Miles.	s. d.		Miles.	s. d.
Bourn	71	11 8	Peterborough	84	9 6	Lynn	121	15 10	Gloucester	86	7 1
Edenham	72	11 8	Wansford	88	9 10	Fakenham	160	15 10	Grimsby	106	11 0
Sleaford	64	10 0	Oundle	82	9 4	East Dereham	150		Hull	122	11 0
Ancaster	62	10 0	Thrapston	74	8 8	Norwich	167		Hartlepool	157	12 2
Heckington	66	10 0	Higham Ferrers	68	8 2	Wells	188		Sunderland	176	12 2
Swineshead	72	11 8	Castle Ashby	72	8 6	Yarmouth	187				
		11 8	Bedford	79	9 1	Lowestoft	190	15 10	*Freight from Foreign Ports.*		
Boston	85	2 tons 10 6	Helpstone	78	9 0	Bury St. Edmunds	160				
		5 tons	Luffenham	68	8 0	Woodbridge	195		Nantes } to Gloucester	Per Vessel.	9 0 to 11 6
Kirkstead	78	15 0	Rockingham	58	7 1	Colchester	193		Caen } to Gloucester		
Horncastle	84	14 2	Market Harbro'	46	6 3	And all other extreme South stations a uniform rate of			Bordeaux } to Gloucester		
Bardney	72	14 2	Oakham	58	7 4			15 0 to 15 10	Hamburgh to Hull, Sunderland, Hartlepool, or Grimsby		5 0 to 6 0
Brigg	95	11 8	Ashwell	56	7 1						
Kerton	88	11 8	Wellingbro'	64	7 9	Reading and Great Western stations	120 to 150				
Northorpe	87	11 8	Kettering	56	7 2						
Lincoln rate by Midland Railway	61	6 6	Northampton	66	7 11						
Louth and Lanark	80 to 100	15 0 to 17 6									

The object of this Table is to show how disadvantageously the agricultural county of Lincoln is placed, in comparison with other counties, in conveying its produce to the great consuming town of Burton-upon-Trent. The stations mentioned in the first column, with the exception of the last one, are Great Northern stations, the whole of the southern division of the county being in the hands of that company. On reference to the Table it will be seen that where the distances are the same as in the Northampton district the rates are very unequal. Thus, compare Swineshead with Castle Ashby, Kirkstead with Helpstone, Lynn and Fakenham, Heckington with Higham Ferrers, Horncastle with Oundle, Sleaford with Wellingborough, Bourn with Castle Ashby.

SUMMARY.

—	Miles.	Rate.
		s. d.
Lincoln district, for an average of	76	11 10
Northampton	70	8 2
Norfolk, Suffolk, and Reading	176	15 10
Gloucester, principal port for French barley	84	7 1
Sunderland, Hull, and Grimsby	136	11 7
French ports	—	16 0 to 18 0

From the Summary it will be observed that the Lincoln district pays nearly half more than Northampton, more than half more than Norfolk, and nearly double that of Gloucester.

It will also be seen that from stations in the Lincoln district grain costs nearly as much conveying to Burton as from the South of France.

APPENDIX BK.

ON an OFFICIAL INSPECTION of RAILWAYS, and the Management of the Traffic thereon as a means of preventing Accident and Loss.—By EDWIN HILL, of the Inland Revenue.

Recent disclosures have made public the disquieting fact that the elaborate and carefully considered regulations laid down by the directors of our various railways for the guidance of their servants in the management of the traffic, including the precautions to be observed when portions of the lines are necessarily under repair, are in practice commonly disregarded; and that to such an extent as to render their promulgation all but useless.

Breaches of these regulations cannot be unattended with danger, and therefore ought never to be passed over without punishment; instead of which, such violations, however flagrant they may be, are commonly passed over with but little notice, if any—except when they lead to immediate accident—hence they become habitual. And when accident really does come, the anger excited against the parties in fault, is proportioned rather to the extent of the damage done than to the amount of the neglect that led to it.

Thus treated, accidents are naturally looked upon rather as instances of bad luck than as the sure consequences of habits of neglect; nor can the eradication of this mischievous feeling be expected, consistently with experience, from anything short of a vigorous and steady enforcemnt of the rules laid down; all breaches being sternly punished, whether followed by accident or not, on the plain ground that, with the enormous forces employed, the habitual neglect of the necessary precautions can lead to nothing but disaster first or last.

It has often been proposed to call upon the legislature to make regulations for the management of the railways, such regulations to have the force of law. But the fatal objection is instantly raised, that by such course the responsibility of the railway authorities would be destroyed; as responsibility without power is a mere delusion.

Some have even proposed that the Government shall take the whole administration of the railways into their hands.

I do not here attempt to discuss this proposition, my object being to suggest an intermediate course; one which is easy of trial, and which, if adopted, it would be advantageous to continue, let the administration of the railways ultimately devolve upon whomsoever it may.

What I have to bring under your consideration is the propriety of adopting, in respect of the railways, a system of official inspection analogous to that in operation as regards our factories, mines, schools, poor-law unions, and prisons.

Mere inspection with communication of the results. Every power necessary for the attainment of full and correct information upon all matters affecting the public safety and convenience, both directly and indirectly; but no power whatever of interference in the management. The inspectors to be simply held responsible for discovering and bringing to light everything in the management of the lines under their charge respectively that experience has shown, or that they may deem to be detrimental to the public safety, or needlessly obstructive of the public convenience.

It is unnecessary to go into particulars respecting the duties that it would be proper to throw upon such inspectors, inasmuch as the experience gained in the working of the system of inspection as now carried on, is so ample that there could be no difficulty in framing suitable instructions; and after all it is not on the framing of the instructions, but on the choice of the men appointed to carry out the purpose, that the success of the measure must depend.

Able and zealous men will, for the most part, themselves discover the path to a successful result, whilst inefficient men will be all but certain to miss it, though it be mapped out for them never so clearly.

It is needless for me to dilate upon the efficiency of simple but systematic inspection and report in procuring the removal of curable evils. The manifold defects that have been brought to light by our poor-law inspectors, prison inspectors, factory and school inspectors, and others, and that in consequence have been either cured wholly or at least much amended, are not unknown; although perhaps not so generally understood and borne in mind as might be wished. But that one of the most effectual means of abating injurious practices, and effecting the suppression of abuses, is to expose them to the broad light of publicity, is a matter too generally understood and acknowledged to need argument. All I have to urge, therefore, is the superiority of *continuous, systematic, and thorough examination and inquiry*, conducted by men of ability and knowledge of the subject, appointed for the purpose, and hence responsible in their character and position for its due performance, over depending upon mere fortuitous information, given by persons, perchance but imperfectly acquainted with the facts, and concerning not so much the *habitual observance or neglect of the appointed precautions*, as simply the ill consequences of their non-observance in individual cases.

Under such a system of inspection, I think I may unhesitatingly aver that such a total neglect of the necessary precautions, explicitly laid down by the directors, as, in the case of the late Staplehurst accident, was shown to attach equally to the workmen, the foremen, and the superintending engineers, could not have been concealed; and being brought to light, would not have been endured; and, therefore, that its lamentable consequences could never have occurred. I need not multiply cases in which precisely the same reasoning might be urged, as they are no doubt but too sufficiently in remembrance.

In conclusion, I would suggest that an official inspection, thus wholly independent of the administration of the railways, and, therefore, unbiassed either in its favour or against it, would in all probability prove highly economical to the railway companies themselves; the loss by the accidents of a single half-year, upon one line only, (including the accident just alluded to) having been officially estimated at some 50,000*l.* The expense of the necessary staff of inspectors, clerks, &c., need not be great, and if my anticipation of an important economy to the railways be realized, such expense ought to be cheerfully borne by the railway companies themselves.

Appendix BL.

Memorandum on the Coal Trade of Ireland.—By William K. Sullivan, Ph. D., Professor of Chemistry to the Industrial Museum of Ireland.

Among the probable sources of a prospective increase of goods traffic upon Irish railways, coal undoubtedly holds the first rank. In order to determine the value of this source, or in other words to ascertain whether the use of coal in the interior of Ireland will so far increase as to materially affect railway traffic, we have to consider the following points. 1. What is the present coal importation into Ireland, and has it materially increased within the last 20 or 30 years? 2. What is the relative cost of peat and coal, and what probability is there of peat being largely used in manufactures? 3. What are the relative proportions of the coal consuming and peat consuming portions of Ireland? This subject has not attracted the attention it deserved, and consequently it is not easy to procure accurate statistics respecting some points of the inquiry; much however of what I shall give in this memorandum will be found to be based upon very accurate data not hitherto brought together.

In the year 1825 the amount of coal imported into Ireland was estimated to be 738,253 tons. The Irish Railway Commissioners estimated the import in 1835 to be 1,001,378 tons. According to a return made by the local officers of customs, and moved for at the end of the last session of parliament by Mr. Monsell, the importation in 1864 was 2,113,209 tons. The following table shows the quantities imported through the different ports in the years 1835 and 1864 respectively:—

Eastern Ports.*

Name of Port.	Number of Tons of Coal and Coke imported in	
	1835.	1864.
Ardglass and Kilough	4,088	—
Arklow	4,186	—
Balbriggan	11,373	—
Ballycastle	148	—
Belfast	141,250	562,767
Coleraine and Portrush	3,777	13,994
Cork	115,614	264,199
Donaghadee	5,186	—
Drogheda	37,000	48,465
Dublin	349,230	675,055
Dundalk	25,363	72,066
Dungarvan	9,877	—
Larne	9,185	—
Londonderry	13,966	—
Newcastle Creek	2,987	—
Newry	26,627	100,852
Ross	24,550	25,670
Strangford	13,133	40,503
Waterford	64,630	120,014
Wexford	29,000	45,010
Wicklow	7,296	—
Total	898,466	2,042,301

Western Ports.

Ballina	600	1,500
Ballyraine	518	—
Ballyshannon	1,225	—
Baltimore	697	—
Bantry	205	—
Berehaven	2,066	—
Clare	1,671	—
Donegal	598	—
Galway	4,879	9,499
Killala	284	—
Kilrush	88	—
Kinsale	13,500	—
Limerick	29,638	36,974
Skibbereen	—	8,434
Sligo	6,184	6,606
Tralee	1,675	5,792
Westport	2,533	2,103
Total	66,379	70,908

The returns for 1864 are not as complete as those of 1835, as they do not include the small quantities imported through such small ports as Balbriggan, Bray, Youghal, &c. The total amount thus imported is however small, and though it would help to increase the quantity of coal now consumed compared with that used in 1835, it would not change the general conclusions deducible from the preceding table. Of those conclusions I shall only here mention one, namely; that while the import of coals through the eastern ports has more than doubled, and that with few exceptions the quantity imported through each port has considerably increased, the total quantity of coal imported through the western ports on the other hand has not much increased, and no marked increase has taken place in the import of any port.

The great increase in the consumption of coal which has taken place since 1835 is partly due to the increase of manufactures, but chiefly to the substitution of coal for peat. The increase has been more rapid within the last 15 years than in the period from 1835 to 1850; the substitution of coal for peat is to be attributed to the exhaustion of bogs in certain districts, and the diminution of population, and the consequent rise of the rate of wages in the districts supplied by the eastern ports The substitution of coal for peat which the increase of the coal trade shows, proves that the cost of peat fuel must be as high as that of coal in the districts where the substitution has taken place. This brings me to the second point I have to consider; namely, the relative cost of coal and peat.

The coal used in Ireland is almost wholly derived from four districts, Scotland, Cumberland, Lancashire, and South Wales. The price of coal depends upon the locality from whence it is obtained, and upon its special quality.

* I include under this head all ports along the northern, eastern, and southern coasts between the ports of Londonderry and Cork. Under "Western Ports" I include all the ports of the southern, western, and northern coasts west of Cork and Londonderry.

Scotch steam coal can be imported into Dublin at from 10*s.* to 11*s.* per ton. Workington and other Cumberland steam coals of good quality cost from 12*s.* to 12*s.* 6*d.* The inferior qualities of South Wales coal could be imported at from 10*s.* 6*d.* to 12*s.* 6*d.* The best Whitehaven picked coal for domestic purposes may be imported at from 14*s.* to 14*s.* 6*d.*; and Wigan coal for 1*s.* more. The best picked South Wales coal costs about 16*s.* per ton, that being the contract price paid last year by one of the great railway companies. The prices in Cork and Waterford for South Wales coal are about the same. The railway company just alluded to paid only 3*d.* per ton less for the portion of their contract coal delivered at Cork. Three or four years ago this company paid only 14*s.* 6*d.* per ton for the same kind of coal for which they are now paying 16*s.* The freights are usually about 6*s.* to 6*s.* 6*d.* per ton from South Wales to Cork or Dublin; but when back freights of ore or other heavy goods can be regularly shipped to the coal exporting port, the freight per ton of coal, from, say Swansea to Waterford, is sometimes not more than 2*s.* 6*d.*

There being no coal wharves connected with the Irish railways, and the stations of the railways in Dublin, with one exception, being at a considerable distance from the quays, any coal sent by railway must be carted from the ships to the stations. This costs at least 1*s.* 6*d.* per ton. Two of the railway companies get their coal by canal to their coal depôts. The depôt of the Great Southern and Western Railway is about 1½ miles from their terminus; the cost by canal and a small branch line from the port to this depôt is, I am told, about 1*s.* 9*d.* per ton. We have therefore to add to the cost of the coal as delivered at the quays 1*s.* 6*d.* for cartage, and at least 6*d.* for loading at the station. The following table will afford an idea of the cost of a few of the different kinds of coal imported into Dublin, when carried to different railway stations in the interior of the country.

Stations.	Number of Miles from Dublin.	Carriage per Ton.	Rate per Ton per Mile.	Cost of Coal per Ton delivered at.			
				Best Welsh.	Inferior Welsh.	Scotch.	Workington Steam.
		s. *d.*	*d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*
Dublin, Wicklow, and Wexford Railway :—							
Avoca	43·25	4 3	1·17	1 2 3	0 18 9	0 17 3	0 18 9
Enniscorthy	78·	6 3	0·96	1 4 3	1 0 9	0 19 3	1 0 9
Dublin and Meath Railway :—							
Kelmessan	24·	2 6	1·25	1 0 6	0 17 0	0 15 6	0 17 0
Kells	39·75	5 0	1·5	1 3 0	0 19 6	0 18 0	0 19 6
Great Southern and Western Railway :—							
Sallins	18·	2 9	1·83	1 0 9	0 17 3	0 15 9	0 17 3
Kildare	30·	3 6	1·4	1 1 6	0 18 3	0 16 9	0 18 3
Athy	44·75	3 9	1·0	1 1 9	0 18 6	0 17 0	0 18 6
Portarlington	41·50	4 3	1·22	1 2 3	0 19 0	0 17 6	0 19 0
Roscrea	67·25	6 3	1·11	1 4 3	1 0 9	0 19 3	1 0 9
Thurles	86·75	6 9	0·93	1 4 9	1 1 3	0 19 9	1 1 3
Clara	65·	5 6	1·01	1 3 6	1 0 0	0 18 6	1 0 0
Nenagh	96·50	7 6	0·93	1 5 6	1 2 0	1 0 6	1 2 0
Knocklong	117·25	9 0	0·92	1 7 0	1 3 6	1 2 0	1 3 6
Midland Great Western Railway :—							
Maynooth	15·	2 6	2·0	1 0 6	0 17 0	0 15 6	0 17 0
Mullingar	50·25	4 2	1·0	1 2 2	0 18 8	0 17 2	0 18 8
Streamstown	62·	4 9·5	0·92	1 2 9·5	0 19 3·5	0 17 9·5	0 19 3·5
Athlone	78·25	6 6	0·99	1 4 6	1 1 0	0 19 6	1 0 0
Cavan	85·25	6 5·5	0·90	1 4 5·5	1 0 11·5	0 19 5·5	1 0 11·5

I have given Knocklong as an example of very nearly the extreme distance that coal need to be carried by railway from a port in Ireland. As Knockling is only about 48 miles from Cork it would be supplied with coal from the nearer terminus.

The average rate per ton per mile charged upon the Irish railways appears to be somewhat above one penny. Taking it at one penny the minimum charges upon one ton of coal carried from the quays of Dublin to a station 50 miles distant amount to 6*s.* 2*d.* If there were a central station in Dublin connected with a proper coal wharf a saving of at least 1*s.* 6*d.* per ton would be effected; and if a reduction in the present rates of carriage on the railways to one half were made, the total saving in the carriage of coal to a station 50 miles from Dublin would be 3*s.* 7*d.* The following table will show approximately what the cost per ton of the principal kinds of coals imported into Dublin would be at stations 50 and 100 miles distant respectively from Dublin, supposing the existence of a central station and coal wharf, and the rate of carriage 0·5*d.* per ton per mile, including termini.

	50 Miles distant.		100 Miles distant.	
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Best picked Welsh coal	18 7		20 8	
Inferior Welsh Coal	15 1		17 2	
Cheapest Welsh coal	13 1		15 2	
Scotch steam coal	12 7	to 13 7	14 8	to 15 8
Workington steam coal	14 7	to 15 7	16 8	to 17 2
Best Whitehaven house coal.	16 7	to 17 1	18 8	to 19 2
Wigan	17 7	to 18 1	19 8	to 20 2

These prices are to be looked upon only as approximations, and are exclusive of waste and importers' profit; they represent, in fact, the cost of coal to a manufacturer who directly imports at least a cargo, and are in all cases the prices actually paid during the last eighteen months. I know of at least one case where, under favourable conditions as to freight, and by a special arrangement with a railway company, the best Welsh coal has been imported into the interior of Ireland to a station about 70 miles from the port for 17*s.* 6*d.* per ton.

In order to determine the cost of peat or turf I shall have to make some brief observations on the different kinds of peat bogs found in Ireland and the different qualities of fuel obtained from each.

Peat bogs are found in every county of Ireland and are more or less used everywhere as sources of fuel. They may be divided into three categories,—1, the great flat bogs which lie in hollows of the central plain of Ireland, chiefly in the counties of Kildare, King's, Queen's, West Meath, Galway, &c.; 2, the mountain bogs, which covers the flanks and table lands of all or nearly all the mountains; 3, isolated bogs, of more or less extent, scattered through the whole country. The central bogs are often very deep, being in parts from 36 to 40 feet deep, and yield peat of three kinds,—1, that from the upper layer, consisting of a light spongy mass, chiefly composed of moss, in which the vegetative structure is still more or less perfect, and the remains of heath and bog plants, and having, when air-dried, a specific gravity of about 0·300, but being sometimes as low as 0·220; 2, that from the middle layer, consisting of a more or less brown compact peat, in which the vegetable structure is more or less obliterated, and which, when air-dried, varies in density from about 0·400 at the upper part, to about 0·700 at the bottom, the average density being about 0·500; 3, that from the under layer

resting on the marl, clay, or gravel, and consisting of black compact peat, in which the vegetable structure is almost obliterated, and varying in density from 0·700 to 0·950. Generally speaking, the mountain peat belongs to the black or dense brown varieties, and has a specific gravity of from 0·600 to 0·800 when air-dried. Here and there, however, deep bogs, containing light and brown peat like the flat central bogs, are found on the table lands and in parts of mountain valleys. The peat of the isolated bogs partakes of the character of both the central and mountain bogs. Some yield more or less light peat, but generally they yield good brown or black peat.

In the deep bogs all the turf is "slane-cut," that is, it is cut off a bank in the form of bricks. When fresh cut, the average brown peat contains from 80 to 85 per cent. of water; or, in other words, fresh cut turf contains from four-fifths to five-sixths of its weight of water. The amount of water in air-dried turf varies according to its quality, age, and how stored. Out of 27 specimens of peat of different kinds and from different localities, but all from the great flat bogs, I found the amount of water to vary from 16·39 per cent. to 19·70 per cent. in 10 specimens of old wall-dried peat, and from 20·32 to 29·73 per cent. in 15 specimens of average turf in use in the country. In one specimen of turf stored under cover for three years the amount of water was only 10·44 per cent., while in another used on the Shannon steamboats it amounted to 33·27 per cent.

A good deal of black peat of wet bogs is taken up as pulp and formed into bricks. This kind of turf is called "hand" turf, and is usually very dense (from 0·700 to 0·900 or even 1·000), and contains less water when well air-dried than "slane" turf. The usual percentage of water in such turf varies from 10 to 15. The average amount of water, however, in all the turf consumed in Ireland may be taken at from 20 to 25 per cent.

The small isolated black bogs are rapidly disappearing, and in any case could not give rise to a large and steady production of fuel. It is only to the great flat bogs and to a few well situated mountain bogs that we can look for a supply of fuel to compete with coal. In estimating the cost of turf, we must accordingly base our calculations upon data obtained during operations conducted upon the flat bogs. Considering the importance of the method, it seems strange that no trustworthy estimate of the cost of producing peat in Ireland has been published, at least so far as I know. All the statements I have seen are mere guesses, and not based upon actual results. Turf being sold by measure and not by weight, the cost must necessarily vary very much, not merely on account of the price of labour, the distance carried, the scarcity or abundance of bog in the district, &c., but also and especially on account of the variation in density of turf cut even on the same bog. This is no doubt the reason why no one has undertaken the task of directly determining the cost of peat.

A few years ago I had an opportunity of determining on a great scale the relation between the volume and weight of different qualities of peat, and the cost of cutting and stacking it on the bog. The bog upon which the experiments were made was one of the deep flat bogs of the central plain. The following table contains the average results of these experiments:

	Number of Cubic Feet of air-dried Turf to a Ton.	Price of cutting and thrashing per Ton.
		s. d.
Lightest upper moss peat weighed	369·60	7 8·4
Average light moss peat -	254·20	5 4·5
Average brown peat - -	147·00	3 7·5
Compact black peat - -	131·28	2 9·
Densest peat weighed - -	99·36	2 0·84

In measuring the peat a basket locally termed a "kish," of 24 cubic feet was used, the labourers being paid at the rate of so much per kish of stacked air-dried turf Great care was taken in filling the kish so as to make it contain the same number of bricks or "sods" as would be in 24 cubic feet of a well built turf stack.

As the greatest part of the peat of the flats, and indeed of all the large bogs in Ireland available for fuel, would come under the category of "brown" peat, it may be well to give the results of two weighings, one of average upper brown turf, and the other of lower or compact brown turf. The following table contains the results:—

Quality of Turf.	Quantity of Turf weighed.	Number of Cubic Feet which it measured.	Average Number of Cubic Feet to a Ton.	Actual average Price per Ton for cutting and stacking.
	Tons.			s. d.
Average upper brown turf.	426	80,310	188	3 11
Moderately compact lower brown turf.	338	52,644	155·5	3 2·8

The average cost of about 1,000 tons of peat of all qualities cut, dried, stacked, and delivered on the margin of the bog, exclusive of the rent of the bog and some large drainage operations, was about 5*s*.

The peat or turf generally used throughout Ireland has not in practice more than one-third the heating power of good Workington or second quality Welsh coal. Some of the better qualities of peat would have a higher heating power, about 2½ tons to one ton of the same class of coal, but as usually consumed the actual heating power of almost any peat cannot be estimated at more than one-third ordinary coal. Taking the average brown peat of 147 cubic feet of stacked turf to the ton as the standard, the quantity of turf equivalent to one ton of coal would cost according to my estimate, given alone, 10*s*. 10·5*d*. But if we take the average price of all the turf cut upon the bog, the equivalent of one ton of coal delivered on the margin of the bog would be 15*s*. The experiments were made when wages were comparatively low, and under circumstances which enabled the workmen to work continuously, and in either case the cost of drainage and rent of bog were not included. It is right, however, to remark that as a bog is drained the cost of cutting diminishes and the quality improves; so also does the cost diminish and the quality improve as the upper layers of the bog are cut away.

There can be no doubt, then, that on the margin of a good deep bog the quantity of turf equivalent in heating power to one ton of coal could be obtained at a cost very much less than that at which it is likely we could ever hope to import coal. I think I may assume that under proper management, the turf equivalent of one ton of steam coal could be obtained for 10*s*. or even less, perhaps as low as 8*s*. So that if certain branches of manufacture were carried on near the margins of our deep bogs they could obtain their fuel on as economical conditions as in most parts of Great Britain. But those economical conditions cease when the turf has to be transported to a distance. As piled or stacked ordinary turf has very little more than one-third the density of coal, while it has only about one-third its heating power, it follows that the turf equivalent of one ton of good steam coal occupies nearly nine times the volume of the latter, and would consequently cost at least three times as much in carriage, even supposing that properly constructed carts capable of carrying the turf equivalent of a load of coal were employed. In practice the cost of carriage is much more.

The variation in the quality of turf which I have pointed out above has hitherto prevented farmers from determining the real cost of their fuel. If there be a peat bog on a farm and that the farmer uses the labour of himself and of his children, when not otherwise engaged in summer, in cutting turf, he will consider that his peat costs him nothing. The farmer who has not peat bog on his farm and buys his supply, carts it home himself, and as very few keep accurate accounts, he does not add the cost of his own or his horse's labour to the cost of the turf at the bog. It thus happens that many farmers continue to burn turf under the impression that it is cheaper than coal. But as the supply derived from the isolated bogs diminishes (and it is now rapidly doing so) and wages rise, farmers will soon find that unless on the margin of bogs or in very remote districts turf is dearer than coal, and the latter will be gradually substituted for the former. This substitution would be very rapid if the agriculture of the country generally improved, and this would do so, if the land laws and social relations between landlords and tenants were improved.

If any cheap effective process could be devised for compressing peat it might no doubt continue to be largely used, and form the basis of considerable inland traffic. The structure of peat, however, offers almost insurmountable difficulties in the way of its economical compression. And

no matter how compressed it may be its heating power is not much increased, so that the volume of the equivalent of one ton of coal of compressed turf would still be three or four times greater than that of coal. I have not yet seen any compressed peat produced at a cost which would enable it to compete with peat cut by the ordinary method. The problem to be solved in the compression of peat is not the production of a fancy article, but of one which can compete economically with coal, and in this sense it has not in my opinion been yet solved.

I think the legitimate conclusions deducible from the preceding facts, are—1. That the cost of turf delivered on the margin of bogs is less than that of the equivalent of coal, even under the most favourable circumstances. 2. That the cost of carriage of peat is so much higher than that of coal that the difference in favour of the former on the margin of the bogs is more than counterbalanced at even short distances from them, and that consequently, unless the country becomes waste, coal must generally supersede turf in the greater part of the country where the latter is still exclusively used, according as the population diminishes and wages rise.

I have next to consider what portions of the country use peat more or less exclusively, and the relative population, or rather the relative number of houses in the coal and peat consuming districts.

It is not easy to determine accurately the relative extent of the districts using coal and peat, because some peat is used in many coal importing localities, while a good deal of coal finds its way into the interior. Coal is chiefly used in the greater part of Londonderry, part of Tyrone, part of Antrim, Belfast, in most parts of Down, Armagh, Louth, Meath in part, Dublin (county and city), part of Wicklow, part of Wexford, City of Waterford, part of the county Waterford, City of Cork, part of the East Riding of the County of Cork, and here and there in the West Riding of the same county, the City of Limerick in part, and some districts of the county of Limerick. A part of the coal imported into the eastern ports finds its way along the canals, navigable rivers, and railways into the inland counties. From 60,000 to 80,000 tons of Irish coal are also used in the counties of Kilkenny, Queen's, Tipperary, Cork, Leitrim, Tyrone, &c. Turf is chiefly employed in the counties of Donegal, part of Tyrone, Fermanagh, Cavan, Longford, West Meath, Kildare, King's, Queen's, Leitrim, Roscommon, Sligo, Mayo, Galway, Clare, Kerry; part of Limerick, Tipperary, Carlow, Kilkenny in part, West Riding of Cork, and some districts of the East Riding; great part of Waterford, part of Wicklow, part of Antrim, part of East Meath, and part of Wexford. It is scarcely necessary to remark that in the neighbourhood of all considerable ports, and along the lines of canals and railways, as I have above observed, a little coal is always used in most of the turf-burning districts. If we take the number of inhabited houses in Ireland at 1000,000 (according to the census of 1861 the number in that year was 998,835), about 450,000 burn coal, and 550,000 burn peat. These numbers are of course only approximative; I think, however, that the number of coal-consuming houses would be found by absolute enumeration to be a maximum.

Having now considered as fully as I was able the three points, upon the study of which I rested the determination of whether coal traffic could be looked upon as a source of future goods traffic upon Irish railways, it only remains for me to show the probable increase in the importation of coal which would follow a more or less complete substitution of coal for peat, and what probability there is that this increased quantity would be carried into the interior, and to the West of Ireland by the railways.

The poorest cottier would require 15 cwts. of coal per annum; a single fire used for cooking for a small family and warming sufficiently an apartment would consume at least 23 cwts. of average coal. Considering that in large towns several families live in the same house, and that people of moderate income keep at least two fires, we may fairly assume that the minimum average consumption of coal for each house, exclusive of lime burning, malting, gas making, railways, steam boilers, &c., would be 1 ton 10 cwts. per annum. So that if coal were to completely supersede turf for domestic purposes, 825,000 tons of coal would have to be imported in addition to our present import. This, as I have said above, would be the minimum, and as the substitution of coal for peat would naturally first take place in the better classes of houses, where the consumption would be far more than the average, I have no doubt that the importation of coal will in the next ten years, if the country does not become waste, increase by at least 1,000,000 tons in consequence of the substitution of coal for peat, and the introduction of gas lighting into many towns. This is independent of any increase due to the development of manufacturing industry, and is based upon the supposition that the rates of carriage be reduced to the extent I have assumed in my calculation. If the country were really to become prosperous, and that the linen and other manufactures spread to the midland and southern counties the total import would soon reach 5,000,000 tons. But as the factories would in the first instance be chiefly established in the neighbourhood of ports, the increase due to manufacturing industry would not be directly beneficial to the railways.

From the table (p. 647) of the imports of coal into Ireland, it appears, as I have before remarked, that while the quantity imported into the eastern ports has more than doubled, that brought in by the western ports has only very slightly increased. It is also evident from that table that there is a tendency in the coal trade to concentrate in a few ports, or in other words, that the quantities imported through certain ports increase in a greater ratio than through others. Thus in 1835 the three ports of Cork, Dublin, and Belfast imported 605,864 tons, or 60·5 per cent. of the whole importation. In 1864 the same ports imported 1,502,021 tons, or 71 per cent. of the whole importation. In 1835 the following eight principal eastern ports, Cork, Waterford, Dublin, Drogheda, Dundalk, Newry, Belfast, and Londonderry imported 773,450 tons, and in 1864 1,917,124 tons, or 77·2 and 90·7 per cent. of the whole importation in each year respectively.

This concentration would become still more marked if the railways in Dublin, Cork, Belfast, and other principal ports had central railway stations connected with coal wharves. Even as it is we can see that the gradually spreading use of coal is proceeding westwards from the eastern ports, and that the limited quantities brought in through the western ports may be looked upon as the return cargoes of vessels carrying corn and other produce from the west of Ireland. The following table shows in a striking way the difference between the coal trade of the great eastern ports and the western ones.

TOTAL NUMBER of COLLIERS ENTERING the IRISH PORTS during 1864; NUMBER CLEARING with CARGOES; and NUMBER CLEARING IN BALLAST.

EASTERN PORTS.

Names of Ports.	Number clearing with Cargoes.	Number clearing in Ballast.	Total Number of Colliers.
Belfast	784	3,815	4,599
Coleraine and Portrush	28	133	161
Cork	462	990	1,452
Drogheda	43	327	370
Dublin	789	3,159	3,948
Dundalk	37	580	617
Londonderry	155	393	548
Newry	261	660	621
Ross	121	96	217
Strangford	66	383	449
Waterford	686	152	838
Wexford	348	154	502
	3,780	10,842	14,622

WESTERN PORTS.

Ballina	14	1	15
Galway	41	7	48
Limerick	157	23	180
Skibbereen	31	42	73
Sligo	36	41	77
Tralee	18	30	48
Westport	*24	—	24
	321	144	465

From this table it appears that while only 25·8 per cent. of the vessels clear with cargoes from the eastern ports, 69·0 per cent. clear from the western ports. It is true the total number of vessels entering the western ports is small in comparison with the number entering the eastern ones,

* The Parliamentary return only gives the total number of colliers, but I have learned that all are cleared with cargoes.

and that as the coal trade increases, the number of vessels clearing in ballast must necessarily increase. Nevertheless it is evident that the freights for coal to the western ports must be greatly influenced by the chance of returned cargoes, and that any great increase of coal trade through those ports would send up the freights, as there would not be a corresponding increase of export trade. If reduced rates, central stations, and coal wharves facilitate the carriage of coal to the west of Ireland, there can be no doubt that a large part, at least 40,000 tons, of the produce exported through the western ports would find its way by railway to the eastern ports.

I shall take the carriage of coal along the Great Southern and Western Railway with branches as the basis upon which to calculate the receipts of an increased coal trade of 1,000,000 tons, because that system of lines passes through an agricultural district having little or no manufactures, and therefore representing the part of Ireland in which the substitution of coal for peat is expected to take place better than a northern line. The carriage of coal as goods commenced in 1848 with 70 tons, and reached 49,392 tons in 1864, producing a revenue of 9,318*l.*, or an average of 3*s.* 9·27*d.* per ton. At 1*d.* per ton per mile this would give the average distance to which the coal was carried to be 45 miles, but as the table at p. 648 shows that the rate per ton per mile for distances under 50 miles is sensibly more than 1*d.*, the mean distance carried was perhaps not much over 40 miles. If we assume the rates for coal to be reduced to an uniform rate of ½*d.* per ton per mile, carried on an average 50 miles, which would be much below the truth if the whole of the coal to be consumed in the midland and western parts of Ireland were to be imported through the eastern ports, 1,000,000 tons of coal would produce an anuual revenue of 104,166*l.* This, however, would not be the whole profit, as ores and other goods, not now carried at all, might be brought back in the returning coal waggons.

If a great coal trade is to be developed in Ireland, depôts must be formed along the lines so as to enable the trains to carry full loads and to import the coal at the most favourable times; but I shall not discuss this branch of the subject here.

Appendix BM.

Letter from the Board of Trade, as to the Power of Parliament to revise Railway Rates and Tolls.

2506 R. Board of Trade (Railway Department),
Sir, Whitehall, 6th Jan. 1866.

The Lords of the Committee of Privy Council for Trade have had under their consideration your letter of the 13th ultimo, in which, by the direction of the Royal Commission on Railways you inquire "whether all railway com-
" panies are subject to a power, general or special, or both,
" of revising rates and tolls by Act of Parliament, and if
" not, what companies are exempt?"

You call attention to a clause (section 40.) from the 21 & 22 Vict. cap. 119., which you have appended to your letter by way of illustration.

My Lords understand the inquiry to be—not whether Parliament has power, independently of previous reservation of such power by express enactment to revise the rates and tolls of every railway company, but—whether there is in force with respect to all existing railway companies by virtue of enactment, general or special, or both, a power of compulsorily revising rates and tolls.

The only enactment relating to revision of railway rates and tolls contained in any general Act, of which my Lords are aware, is the provision for such purpose in the 1st section of the Act 7 & 8 Vict. cap. 85., intituled "An
" Act to attach certain conditions to the construction of
" future railways, authorized or to be authorized by any
" Act of the present or succeeding sessions of Parliament,
" and for other purposes in relation to railways."

Power is given by the above-mentioned clause to the Lords Commissioners of the Treasury to exercise, after a certain lapse of time and on certain conditions, an option of revising the scale of tolls, fares, and charges limited by any subsequent railway Act, with a view to reducing the divisible profits of the company concerned to the rate of ten per cent. of the paid-up capital stock of the new railway.

But in accordance with the title of the Act, that power of revision is by the 3rd section of the Act expressly declared not to be applicable to any railway made or authorized to be made by any Act previous to the session of 1844, or to any subsequent branch or extension of less than five miles in length of any such line of railway.

It appears by the report of the officers of the Railway Department to the Lords of the Committee of Privy Council for Trade for the years 1844-1845 (presented to Parliament, and a Blue Book of 1846), page xxiv., that at the end of the year 1843 there were 1,798½ miles of railway open for traffic in the United Kingdom. Other railways, or portions of railway, not then open, had been authorized previous to the session of 1844. It seems therefore to be probable that not less than 2,000 miles of the present railways in the United Kingdom are exempt in perpetuity from the option of revision by the Treasury, provided for in section 1 of the Act 7 & 8 Vict. cap. 85.

Having regard to the amalgamations, transfers, and extensions of railway undertakings which have taken place since the passing of the Act 7 & 8 Vict. cap. 85., it seems to have become a matter of much difficulty to ascertain and specify the several railways and portions of railway now exempt from revision of rates and fares under that Act, and the companies that are interested in those lines temporarily or permanently. For the most part the companies so interested are also interested in other lines that are within the provision in the 1st section of the Act 7 & 8 Vict. cap. 85.

With regard to a "special" power of revising rates and tolls, a railway company may be subject to such a power by reason of either an express or an implied reservation of the power in its special Acts.

In some cases companies in obtaining a special Act, granting them new privileges, have been subjected by an express provision in that special Act to revision of their previously authorized scale of tolls, fares, and charges.

For example—

Upon the amalgamation of the East Lancashire Railway Company with the Lancashire and Yorkshire Railway Company, by the Act 22 & 23 Vict. cap. cx. (1859), all provisions in Acts relating to either of those companies prescribing the amount of tolls, &c. were repealed (section 62); and a new scale of tolls, fares, and charges was established for the united railway (sections 63–75); and it was further provided (by section 78), that when the average divisible profits for three years should exceed eight per cent. of the paid-up capital stock, the Board of Trade may fix a new scale, so as to reduce the dividends to eight per cent., but the revised tolls, rates, and charges not to be less than those which the company were authorized to demand on 1st January 1850.

So also upon the amalgamation of the West Midland and the South Wales Railway Companies with the Great Western Railway Company in 1863, by the Acts 26 & 27 Vict. cap. cxiii. and cap. cxcviii. (1863), though no alteration appears to have been made by Parliament in the scales of tolls, fares, and charges previously authorized for the respective lines comprised in the amalgamation, it was provided in each of those Acts, that when the average divisible profits for three years should exceed six per cent. of the paid-up capital stock, the Board of Trade may fix a new scale so as to reduce the dividends to six per cent.; but the revised tolls, fares, and charges not to be less than those which the Great Western Railway Company were authorized to demand by "The Great Western Railway
" Amendment and Extensions Act, 1847."

There are perhaps some other like cases, but they can only be very few in number.

There would be, my Lords think, what may be called an *implied* reservation of power to revise a railway company's rates and tolls, if all the special Acts relating to that particular company were to contain a clause such as that appended to your letter, with verbal modifications, where necessary, accurately to adapt it to the circumstances of the case.

A standing order of the House of Commons (No. 167 of the series for the Session of 1866) has for several years past required the insertion in all railway bills passing through that House, of the following clause, viz.:—

"Nothing herein contained shall be deemed or con-
" strued to exempt the railway by this (or the said recited
" Acts) authorized to be made from the provisions of any

" general Act relating to railways now in force, or which " may hereafter pass during this or any future session of " Parliament, or from any future revision and alteration, " under the authority of Parliament, of the maximum rates " of fares and charges authorized by this Act (or the said " recited Acts.)"

The history of that standing order appears to be as follows:—

A resolution of the House, made on 26th May 1845, directed the insertion in all railway bills of a clause in the terms above quoted (100 Commons' Journals, page 497).

During the session of 1844, but not previously, the former part of the clause, viz., that relating to the operation of subsequent general railway Acts, had been inserted in the several special Acts; but so far as my Lords are aware, the latter part of the clause, viz., that relating to the revision of maximum rates, had not been inserted in any special Act prior to the session of 1845.

Another resolution of the House of Commons, to the same effect as that of 26th May 1845, was made on 2nd April 1846 (101 Commons' Journals, page 461).

Notwithstanding, in one at least of the railway Acts of 1846, to which the clause seems to have been appropriate, viz., 9 Vict. cap. xiv., enlarging the borrowing powers of the Great Western Railway Company, no such clause as that required by the resolution was inserted.

The clause was inserted, perhaps invariably, in railway Acts of the session of 1847, and by an order made on 15th July 1847 (102 Commons' Journals, page 889), it became, and it has since continued to be, one of the standing orders of the House of Commons.

It is to be observed that the terms of both the former and the latter portions of the standing order clause would require alteration in particular cases, not merely to render them appropriate, but also to give them any efficacy.

As regards more particularly the latter portion of the clause, which relates to revision of maximum rates, it frequently happens that powers of raising additional capital by shares or loan, or both, and thereby of creating new interests in existing railway undertakings, are given by an Act, which neither itself authorizes, nor recites any Act which has authorized maximum rates of fares and charges; consequently the precise terms of the standing order clause would be inappropriate.

Thus, in the case of a bill promoted by an existing railway company for power to raise additional capital for its previously authorized undertaking, and for power to another company to subscribe to that undertaking, and to create additional capital for the purpose of such subscription, but containing no recital of the previous Acts relating to the two companies respectively, it would seem that the latter portion of the standing order clause, to be duly efficacious, should be inserted in such a bill in a form altered to the following effect, viz.: " or from any future " revision or alteration, under the authority of Parliament, " of the maximum rates of fares and charges authorized by " any Act relating to the said two companies, or to either " of them."

It may be a fact that the standing order clause has, since the end of the session of 1846, been inserted in every railway Act subsequently passed, and now in force; but my Lords believe it also to be true that there are many such Acts in which the clause exists in a form which has not given to it the full efficacy requisite for the purpose of the clause in the particular case.

As regards existing railways, or portions of railways, which were authorized by Acts passed before the session of 1845, and consequently not containing the standing order clause above referred to, it may be the case that the companies in which such railways, or portions of railway, are now vested are not, as regards those parts of their undertakings, subjected by any express or implied reservation in their special Acts to a power of compulsory revision of their rates and tolls. But all the same companies may be subject to such a power in respect of other more recently authorized parts of their undertakings.

To sum up the answer to this part of the inquiry of the Royal Commission,—though there are several railway companies that may claim, on the ground of the absence of special reservation by Parliament, to be exempt from compulsory revision of their authorized rates and tolls, as regards certain parts of their undertakings, my Lords are not aware that there is any railway company that can claim on that ground to be so exempt as regards the whole of its undertaking.

The task of ascertaining and specifying the railway companies (if any) that can claim exemption, would involve a critical examination of very numerous special Acts, which the Board of Trade would not be able to undertake. My Lords trust, however, that the foregoing observations will be found by the Royal Commission to be an adequate answer to the inquiry they have desired to be addressed to this Board.

I am,
Sir,
Your obedient servant,
W. D. FANE.

William Pole, Esq.,
Secretary,
Royal Commission on Railways,
House of Lords.

APPENDIX BN.

STATEMENT of CANNOCK CHASE COLLIERY COMPANY'S WAGGONS, which have been delayed as under mentioned.

(*Alluded to by Mr. J. N. Brown, in his answer to Question* 11,124.)

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Route.
	1865.			1865.	
20	Oct. 2	Cannock Chase -	Wokingham - -	Oct. 21	L. & N. W. and S. E. Rys.
65	„ 3	„ -	Castle Forgate Yard, Shrewsbury.	„ 18	L. & N. W. Ry.
148	„ 3	„ -	Milverton - -	„ 19	„
275	„ 3	„ -	Alton - - -	„ 20	L. & N. W. and S. W. Rys.
444	„ 3	„ -	„ - - -	„ 21	„
357	„ 3	„ -	Edgbaston - -	„ 27	L. & N. W. Ry.
684	„ 3	„ -	„ - -	„ 27	„
555	„ 3	„ -	Maiden Lane - -	„ 20	„
630	„ 3	„ -	Kerry - - -	„ 19	„
50	„ 4	„ -	Wokingham - -	„ 21	L. & N.W., G.W., & S.E. Rys.
13	„ 4	„ -	„ - -	„ 25	
544	„ 4	„ -	„ - -	„ 21	
741	„ 4	„ -	Lichfield - -	„ 18	L. & N. W. Ry.
365	„ 4	Gresley Wood - -	Devonshire Street -	„ 25	Midland Ry.
656	„ 4	Houghall Colliery -	King's Cross - -	Nov. 2	Great Northern Ry.
580	„ 5	„ -	Wimbledon - -	Oct. 28	G. N. and L. & S. W. Rys.
81	„ 5	Cannock Chase -	Walsall - - -	„ 25	L. & N. W. Ry.

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Route.
	1865.			1865.	
108	Oct. 5	Cannock Chase -	Kidderminster -	Oct. 20	L. & N. W. and G. W. Rys.
546	„ 5	„ -	Milverton - -	„ 24	L. & N. W. Ry.
463	„ 5	„ -	Monument Lane, Birmingham.	Nov. 4	„
16	„ 6	„ -	Wokingham - -	Oct. 21	L. & N. W. G. W. & S.E. Rys.
236	„ 6	„ -	„ - -	„ 25	L. & N. W., G. W., and S. E. Rys.
285	„ 6	„ -	„ - -	„ 31	„
482	„ 6	„ -	„ - -	„ 27	„
53	„ 6	„ -	Reading - - -	„ 23	L. & N. W. and G. W. Rys.
193	„ 6	„ -	Kidderminster - -	„ 21	„
484	„ 6	„ -	„ - -	„ 20	„
589	„ 6	„ -	Staines - - -	„ 28	L. & N. W. and L. & S. W. Rys.
806	„ 6	„ -	Camden - - -	„ 23	L. & N. W. Ry.
453	„ 6	Houghall Colliery -	Hampstead Heath -	Nov. 2	G. N. and L. & N. W. Rys.
563	„ 6	„ -	„ -	Oct. 26	„
601	„ 6	„ -	„ -	„ 31	„
331	„ 6	„ -	Windsor - - -	„ 20	G. N. and L. & S. W. Rys.
744	„ 6	„ -	„ - - -	„ 21	„
764	„ 6	„ -	„ - - -	„ 21	„
754	„ 6	Cannock Chase -	Milverton - -	„ 24	L. & N. W. Ry.
322	„ 7	„ -	„ - -	„ 21	„
410	„ 7	Round Oak - -	„ - -	„ 24	G. W. and L. & N. W. Rys.
643	„ 7	Cannock Chase -	Walsall - - -	„ 23	L. & N. W. Ry.
40	„ 7	Houghall Colliery -	Dorking - - -	„ 23	G. N. Ry.
188	„ 7	„ -	„ - - -	„ 23	„
480	„ 7	„ -	„ - - -	„ 24	„
509	„ 7	„ -	„ - - -	„ 24	„
657	„ 7	„ -	„ - - -	„ 24	„
729	„ 7	„ -	„ - - -	„ 24	„
464	„ 7	„ -	Brentwood - -	„ 21	„
552	„ 7	„ -	„ - -	„ 21	„
660	„ 7	„ -	„ - -	„ 28	„
768	„ 7	„ -	„ - -	„ 28	„
347	„ 9	Cannock Chase -	Knighton - -	„ 28	L. & N. W. Ry.
602	„ 9	„ -	Milverton - -	„ 23	„
403	„ 9	Oaks Colliery, Barnsley	Gipsey Hill - -	„ 23	S. Y. & Mid. Ry.
414	„ 9	„ -	„ - -	„ 23	„
443	„ 9	„ -	„ - -	„ 23	„
418	„ 9	Gresley Wood - -	Maiden Lane - -	„ 25	Midland Ry.
439	„ 10	„ -	Devonshire Street -	„ 24	Mid. and G. E. Rys.
511	„ 10	„ -	„ -	„ 25	„
665	„ 10	„ -	Poplar - - -	„ 25	Mid. and L. & N. W. Rys.
42	„ 10	Cannock Chase -	Bishop's Waltham -	„ 25	L. & N. W., G. W, and L. & S. W. Rys.
99	„ 10	„ -	Wooferton - -	„ 25	L. & N. W. Rys.
181	„ 10	„ -	Bishop's Waltham -	„ 24	L. & N. W., G. W., and L. & S. W. Rys.
698	„ 10	„ -	Bucknall - - -	„ 25	L. & N. W. Ry.
151	„ 11	„ -	Walsall - - -	Nov. 4	„
434	„ 11	„ -	Ludlow - - -	Oct. 25	„
559	„ 11	„ -	Coleham - - -	Nov. 1	„
398	„ 11	Gresley Wood - -	Poplar - - -	„ 1	Mid. & L. and N. W. Rys.
477	„ 11	„ - -	„ - - -	Oct. 25	„
15	„ 12	„ - -	„ - - -	Nov. 7	„
819	„ 12	„ - -	„ - - -	„ 8	„
786	„ 12	Houghall Colliery -	„ - - -	„ 17	G. N. and L. & N. W. Rys.
527	„ 12	„ -	Burgess Hill - -	Oct. 28	„
805	„ 12	„ -	East Croydon - -	„ 26	„
539	„ 12	Darlington - -	King's Cross - -	Nov. 4	G. N. Ry.
571	„ 12	„ - -	„ - -	„ 4	„
502	„ 13	Cannock Chase -	Milverton - -	Oct. 27	L. & N. W. Ry.
561	„ 13	Round Oak - -	„ - -	„ 27	G. W. and L. & N. W. Rys.
481	„ 13	Oaks Colliery, Barnsley.	Chelsea Basin - -	Nov. 3	S. Y., M., and L. & N. W. Rys.
415	„ 13	Houghall Colliery -	Poplar - - -	Oct. 28	Great Northern Ry.
486	„ 13	„ -	Peterborough - -	„ 28	„
642	„ 13	„ -	„ - -	„ 28	„
748	„ 13	„ -	„ - -	„ 28	„
107	„ 14	„ -	Stewart's Lane -	„ 28	„
187	„ 14	Cannock Chase -	Cambridge - -	Nov. 4	L. & N. W. Ry.
241	„ 14	„ -	Bishop's Waltham -	Oct. 30	L. & N. W., G. W., and L. & S. W. Rys.

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Route.
	1865.			1865.	
287	Oct. 14	Gresley Wood	Poplar	Nov. 7	Mid. and L. & N. W. Rys.
658	„ 14	„	„	„ 16	„
406	„ 14	Oaks Colliery, Barnsley.	Chelsea Basin	„ 3	S. Y., Mid., and L. & N. W. Rys.
461	„ 14	Houghall Colliery	Dorking	„ 1	Great Northern Ry.
543	„ 14	„	„	„ 2	„
570	„ 14	„	„	„ 1	„
533	„ 14	„	Poplar	Oct. 28	„
379	„ 14	„	Peterborough	„ 30	„
702	„ 16	„	„	„ 31	„
808	„ 16	„	Teddington	„ 30	„
77	„ 16	Cannock Chase	Rhayader	Nov. 7	L. & N. W. Ry.
631	„ 16	„	Tewkesbury	„ 1	L. & N. W. and Mid. Rys.
742	„ 16	„	„	Oct. 30	„
110	„ 16	„	Poplar	Nov. 8	L. & N. W. Ry.
638	„ 16	„	„	„ 8	„
724	„ 16	„	„	„ 8	„
721	„ 17	„	Shepherd's Bush	„ 1	„
333	„ 17	„	Sunningdale	Oct. 31	L. & N. W., G. W., and L. & S. W. Rys.
353	„ 17	„	Reading	Nov. 1	L. & N. W. and G. W. Rys.
727	„ 17	„	Moreton	Oct. 31	„
560	„ 17	„	Bransford Road	Nov. 1	„
518	„ 18	„	„	Dec. 4	„
451	„ 18	„	Shipton	Nov. 2	„
458	„ 18	„	Ascot	„ 3	„
600	„ 18	„	Shipton	„ 2	„
470	„ 18	Oaks Colliery, Barnsley.	Chelsea Basin	„ 6	S. Y., Mid., and L. & N. W. Rys.
372	„ 18	Darlington	King's Cross	„ 30	Great Northern Ry.
568	„ 18	„	„	„ 17	„
711	„ 18	„	„	„ 17	„
803	„ 18	„	„	„ 17	„
578	„ 18	„	Slough	„ 1	„
804	„ 18	„	„	„ 2	„
817	„ 18	„	„	„ 1	„
662	„ 18	„	Taplow	„ 4	„
830	„ 18	„	„	„ 24	„
758	„ 18	„	Cambridge	„ 2	„
820	„ 18	Houghall Colliery	Wimbledon	„ 2	„
523	„ 19	„	Red Hill	„ 3	„
648	„ 19	„	„	„ 3	„
369	„ 19	Cannock Chase	Kentish Town	„ 6	L. & N. W. Ry.
473	„ 19	„	„	„ 6	„
640	„ 19	„	Montgomery	„ 3	„
687	„ 19	„	Cambridge	„ 3	„
215	„ 19	„	Worcester	„ 23	L. & N. W. and G. W. Rys.
222	„ 19	„	Malvern	„ 10	„
763	„ 19	„	Moreton	„ 2	„
765	„ 19	„	„	„ 2	„
585	„ 19	„	Bourton	„ 10	„
634	„ 19	„	„	„ 6	„
635	„ 19	„	„	„ 11	„
3	„ 20	„	„	„ 10	„
155	„ 20	„	„	„ 6	„
358	„ 20	„	Shorncliffe	„ 3	L. & N.W. and S.E. Rys.
309	„ 20	„	Wimbledon	„ 4	L. & N.W. and L. & S.W. Rys.
364	„ 20	Houghall Colliery	Cambridge	„ 11	Great Northern Ry.
413	„ 20	„	„	„ 6	„
275	„ 20	„	King's Cross	„ 8	„
327	„ 20	„	Winchester	„ 4	„
421	„ 20	„	„	„ 4	„
625	„ 20	„	„	„ 4	„
331	„ 20	„	Dorking	„ 6	„
503	„ 20	„	„	„ 6	„
510	„ 20	„	Hampstead Heath	„ 10	„
576	„ 20	„	„	„ 8	„
791	„ 20	„	„	„ 8	„
746	„ 20	„	Winchester	„ 8	„
682	„ 20	Cannock Chase	Craven Arms	„ 4	L. & N. W. Ry.
699	„ 20	„	„	„ 4	„
545	„ 21	„	„	„ 4	„
544	„ 21	„	Worcester	„ 8	L. & N. W. and G. W. Rys.
125	„ 21	„	Walsall	„ 7	L. & N. W. Ry.

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Route.
	1865.			1865.	
424	Oct. 21	Darlington - -	Slough - -	Nov. 10	Great Northern Ry.
516	„ 21	„ - -	„ - -	„ 4	„
680	„ 21	„ - -	„ - -	„ 10	„
816	„ 21	„ - -	Taplow - -	„ 9	„
440	„ 21	South Yorkshire Collieries.	Camden - -	„ 9	S. Y., Mid., and L. & N. W. Rys.
572	„ 21	Houghall Colliery -	Alresford - -	„ 8	Great Northern Ry.
744	„ 21	„ -	King's Cross -	„ 15	„
40	„ 23	„ -	Brentwood - -	„ 8	„
188	„ 23	„ -	„ - -	„ 8	„
709	„ 23	„ -	„ - -	„ 6	„
739	„ 23	„ -	„ - -	„ 8	„
95	„ 23	„ -	Peterborough -	„ 6	„
443	„ 23	Oaks Colliery, Barnsley.	Shepherd's Bush -	„ 13	S.Y., Mid., and L. & N. W. Rys.
806	„ 23	„ -	Chelsea Basin -	„ 13	„
530	„ 23	Darlington - -	King's Cross -	„ 24	Great Northern Ry.
209	„ 23	Cannock Chase -	Camden - -	„ 6	L. & N. W. Ry.
261	„ 23	„ -	Curzon Street, Birmingham.	„ 8	„
282	„ 23	„ -	Walsall - -	„ 7	„
310	„ 23	„ -	Bucknall - -	„ 9	„
384	„ 23	„ -	Blackwater - -	Dec. 2	L. & N. W., G. W. and L. & S.E. Rys.
431	„ 23	„ -	Worcester - -	Nov. 8	L. & N. W. and G. W. Rys.
519	„ 23	„ -	Bucknall - -	„ 9	L. & N. W. Ry.
700	„ 23	„ -	Charlbury - -	„ 20	L. & N. W. and G. W. Rys.
341	„ 24	Gresley Wood -	Camden - -	„ 9	Mid. and L. & N. W. Rys.
343	„ 24	Cannock Chase -	Gloucester - -	„ 7	L. & N. W. and Midland Rys.
382	„ 24	„ -	Bridgnorth - -	Dec. 16	L. & N. W. and G. W. Rys.
606	„ 24	„ -	Oxford - -	Nov. 22	„
696	„ 24	„ -	„ - -	„ 22	„
534	„ 24	Houghall Colliery -	Farnham - -	„ 24	Great Northern Ry.
581	„ 24	„ -	Devonshire Street -	„ 14	„
365	„ 25	„ -	Epsom - -	„ 18	„
511	„ 25	„ -	„ - -	„ 18	„
616	„ 25	„ -	„ - -	„ 18	„
620	„ 25	„ -	„ - -	„ 20	„
497	„ 25	„ -	Cheam - -	„ 9	„
628	„ 25	„ -	„ - -	„ 9	„
425	„ 25	Cannock Chase -	Bucknall - -	„ 9	L. & N. W. Ry.
603	„ 25	„ -	Leominster - -	„ 10	„
489	„ 25	Houghall Colliery -	Brentwood - -	„ 17	Great Northern Ry.
563	„ 26	„ -	King's Cross -	„ 20	„
669	„ 26	„ -	„ - -	„ 14	„
805	„ 26	„ -	„ - -	„ 14	„
792	„ 26	„ -	Twickenham -	„ 25	„
487	„ 27	„ -	Surbiton - -	„ 24	„
514	„ 27	„ -	Hampstead Heath -	„ 14	„
659	„ 27	„ -	„ -	„ 14	„
308	„ 27	Cannock Chase -	Camden - -	„ 13	L. & N. W. Ry.
821	„ 27	„ -	„ - -	„ 15	„
547	„ 28	„ -	„ - -	„ 13	„
1	„ 28	„ -	Chipping Norton -	„ 10	L. & N. W. and G. W. Rys.
183	„ 28	„ -	Pangbourne -	„ 13	„
374	„ 28	Houghall Colliery -	Stewart's Lane -	„ 14	Great Northern Ry.
515	„ 28	„ -	„ -	„ 14	„
645	„ 28	„ -	„ -	„ 14	„
527	„ 28	„ -	Hampstead Heath -	„ 25	„
415	„ 28	„ -	Devonshire Street -	„ 28	„
486	„ 28	„ -	„ -	„ 28	„
557	„ 28	„ -	„ -	„ 28	„
748	„ 28	„ -	„ -	„ 28	„
642	„ 28	„ -	Brentwood - -	„ 24	„
706	„ 28	„ -	Surbiton - -	„ 16	„
800	„ 30	Darlington - -	„ - -	„ 20	„
6	„ 30	Cannock Chase -	Worcester - -	„ 14	L. & N. W. and G. W. Rys.
208	„ 30	„ -	„ - -	„ 16	„
234	„ 30	„ -	Witney - -	„ 28	„
291	„ 30	„ -	„ - -	„ 28	„
498	„ 30	„ -	Bishop's Waltham -	„ 13	L. & N. W., G. W., and L. & S. W. Rys.
759	„ 30	„ -	Ascot - -	„ 16	L. & N. W. and L. & S. W. Rys.

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Route.
	1865.			1865.	
379	Oct. 30	Houghall Colliery -	King's Cross -	Nov. 18	Great Northern Ry.
808	„ 30	„ -	„ - -	„ 18	„
574	„ 31	„ -	„ - -	„ 24	„
692	„ 31	„ -	„ - -	„ 24	„
11	„ 31	Cannock Chase -	Poplar - -	„ 15	L. & N. W. Ry.
54	„ 31	„ -	„ - -	„ 17	„
363	„ 31	„ -	„ - -	„ 16	„
400	„ 31	„ -	„ - -	„ 17	„
506	„ 31	„ -	„ - -	„ 15	„
565	„ 31	„ -	„ - -	„ 15	„
668	„ 31	„ -	„ - -	„ 17	„
160	„ 31	„ -	Camden - -	„ 16	„
742	„ 31	„ -	„ - -	„ 16	„
279	„ 31	„ -	Oxford - -	„ 14	„
394	„ 31	„ -	Handborough -	„ 15	L. & N. W. and G. W. Rys.
538	„ 31	„ -	Blackwater - -	„ 14	L. & N. W., G.W., and L. & S. E. Rys.
749	„ 31	„ -	Staines - -	„ 24	L. & N. W., G.W., and L. & S. W. Rys.

CANNOCK CHASE COLLIERY COMPANY'S WAGGONS damaged and delayed.

Waggon Nos.	Date left Pits.	From.	To.	Date of Return.	Extent of Damage.
	1864.			1864.	
157	Nov. 18	Darlington - -	King's Cross -	Dec. 6	Smashed in a collision.
365	„ 21	South Yorkshire -	Camden - -	„ 19	Broken axle box.
679	Dec. 2	Cannock Chase -	Thame - -	„ 17	Broken draw bar.
243	„ 8	„ -	Camden - -	„ 21	Broken axle box and guard.
				1865.	
341	„ 12	„ -	„ - -	Jan. 5	„
569	„ 19	„ -	Bishop's Waltham -	„ 16	Broken draw-bar hook.
502	„ 21	„ -	Milverton - -	„ 9	Broken axle box and guard.
798	„ 21	Darlington - -	London - -	„ 10	„
194	„ 24	Cannock Chase -	Shepherd's Bush -	„ 11	Broken draw bar.
	1865.				
162	Jan. 13	Cannock Chase -	Reading - -	March 17	Smashed in a collision.
434	„ 13	„ -	„ - -	Feb. 27	„
739	„ 13	„ -	Blackwater - -	June 27	„
27	Feb. 21	„ -	Bishop's Waltham -	March 6	Damaged axle box.
770	March 21	„ -	Milverton - -	April 6	Broken draw bar.
664	„ 22	„ -	Shrewsbury -	„ 11	Two broken axle boxes.
748	May 31	Houghall Colliery -	Basingstoke -	June 14	Draw-bar hook broken.
338	July 6	Cannock Chase -	Bishop's Waltham -	Sept. 1	Broken axle box.
753	Sept. 12	„ -	„ -	Dec. 28	Smashed in a collision.
559	Oct. 11	„ -	Coleham - -	Nov. 1	Broken draw bar.
640	„ 19	„ -	Montgomery -	„ 3	„
384	„ 23	„ -	Blackwater - -	Dec. 2	Broken axle box and guard.
318	Nov. 2	„ -	North Camp -	„ 30	Broken axle box and brass.
385	„ 8	„ -	Blackwater - -	Nov. 21	Corner plates knocked off, &c.
80	„ 29	„ -	Great Chesterford -	Dec. 29	Broken sole bar.
				1866.	
258	Dec. 19	„ -	High Wycombe -	Jan. 5	Broken axle guard.
698	„ 19	„ -	Thame - -	„ 25	Broken draw bar.

Appendix BO.

Supplementary Memorandum respecting some Points in Mr. Edward J. Gibbs's Evidence.

A. The fifth proposition of the Wolverhampton Chamber of Commerce states that a fair mileage rate would be for the same classes of goods always the same. It must be remembered, however, that this proposition occurs in a memorial addressed to three railway companies occupying districts not materially different from each other, either in costliness of the roads or in population, and so much assimilated, that already they do charge identical rates wherever they compete. The proposition was not intended to apply universally, and to mean that absolutely the same rate per mile should be charged where railways run through difficult and thinly-peopled countries as where they run over level plains and through crowded districts. As a rule of universal application, the Council of the Chamber approve the proposition I laid down, viz., that there ought to be a minimum and maximum rate, of which the two extremes should be much nearer to each other than the highest and lowest rates now charged. But while this modification is admitted as a matter of principle, it must be remembered that, as a matter of fact, the irregularities complained of are not justified by any such considerations. The high charges are *not* made to pay for difficult lines, or in the less crowded districts, but quite independently of these circumstances. The lowest rates of all are given for traffic through England and Scotland.

B. I was asked whether the irregularities complained of could be said to be the result of a monopoly granted by Parliament; whether the monopoly was not the result of circumstances over which Parliament had no control. I reply—let us consider what provisions might have been made, which have not been made, by the legislature.

1. Maximum and minimum rates might have been fixed, and might have been made *subject to periodical revision.*
2. The competition of canals might have been preserved.
3. The competition of railway companies might have been made as severe as need be if existing railway companies were not allowed to oppose the grant of new lines promising lower rates.
4. The Government might be allowed to take and manage all the lines itself.
5. The Government might be allowed to take or make competing lines.

Of course I am not now recommending any of these arrangements, but the fact that they all are or have once been in the power of Parliament, proves, I think, that it is not unfair to say that the existing monopoly results from the action of the legislature.

C. It may appear singular that I should have insisted so strongly upon the importance of a minimum rate. That a *maximum* rate is necessary must, of course, be obvious to every one. Without it the public would be entirely unprotected: and if, as appears probable, that rate is too high, it is very desirable that Parliament should have power to reduce it. The injury done by having no fixed minimum is not so obvious, and it may therefore not be out of place to trace its working in one or two particulars.

1. As respects the competition of one railway company with another. At present a healthy competition, (*i.e.* one based on the endeavour to show which can do work most cheaply with a profit) never exists. Railway companies are bitter foes or bosom friends. Tens of thousands are wasted in trying to prevent the approach of a new line, and to crush it at first by prices that involve a constant loss. When peace is made the rivals endeavour to recoup themselves at the cost of the public, and they complain grievously because the losses already incurred and the diminished traffic at high rates prevent the increase of their dividends. If a minimum were fixed and were subject only to occasional revision, there would be no need for these parliamentary contests between railway companies, and the competition would never involve carrying at a loss.
2. The absence of a fixed minimum has been the means of destroying the competition between railways and canals. The canal companies can never, without such a provision, compete with the railways, because the latter make their passenger traffic pay the loss on goods. Hence all the great canals are in the hands of railway companies or have binding agreements with them. Of course it would be necessary to fix a minimum rate of tonnage for the canals as well as of mileage for the railways, but this would be decided simply by finding the lowest rate that would give a profit for the use of the waters. The canal companies are not usually carriers; and where they are, they are not the sole carriers. If the tonnage were reduced to the lowest price consistent with profit the real competition would be in the hands of private carriers, and would form a very important check on the railway system. It would no doubt be found that some goods could be carried more cheaply on canals and others on railways, and it may be predicted with certainty that lower and yet profitable rates would be established on both. The results obtained by this competition might be used to regulate the permitted rates in cases where only railways could compete.
3. If it should ever happen that a great railway company should be so over-burdened with debts and guaranteed stock and preference shares that its continued payment of dividends was becoming hopeless, it might be very advantageous, and perhaps even necessary, that the Government should purchase and work the line. But it would be hopeless to attempt this unless the stress of Government competition were limited by a fixed minimum rate.

Appendix BP.

Statement by the Grand Canal Company of Ireland.

Grand Canal Harbour, Dublin,
3rd February 1866.

Sir,

I am desired by the Board of this company, in submitting the returns forwarded for the information of the Railway Commissioners, to accompany them with a short statement, drawing the attention of the Commission to the leading facts of our case.

The position of the Grand Canal, the property of this company, is described on the accompanying map, which shows the large district of country traversed by our system, over which is carried (in and out of Dublin alone) a tonnage exceeding 300,000 tons annually, a large portion of which is imported and exported loading, exchanged direct with sea-going vessels in the extensive floating docks of the company, or carried under through-booking arrangements with the principal railway companies in England.

During the year 1865, 62,492 tons of bread-stuffs were carried over our system, and the company has maintained its position in the face of active competition, arising out of the creation of numerous other modes of transit—the result of the development of the railway system—and continues to receive a large and increasing support from the leading merchants and manufacturers of the country, so much so, that in the year 1865 a larger amount of tonnage was carried over this navigation than before the introduction of railways into Ireland.

It is obvious, therefore, that legislation of any character having for its object to enable railway companies, by pecuniary assistance, to give to the public a reduced tariff for the conveyance of goods traffic, must injuriously, and we submit unfairly, affect this company, unless they receive the same assistance coupled with the like terms. Such legislation would likewise prejudicially affect the commercial interests of the country by placing traders situated in the district traversed by such favoured railway companies, in a better position, relatively with traders in other districts, and would have the effect of unsettling the basis of commercial transactions in which the question of freight forms so important an element.

I have, &c.

Wm. Digby Cooke,
Secretary.

To
Wm. Pole, Esq.,
Secretary,
Royal Commission on Railways,
House of Lords,
Westminster (S.W.)

Appendix BQ.

Letter from the Lord Mayor of Dublin, enclosing Resolution on Irish Railway Reform.

Mansion House, Dublin,
15 February 1866.

Sir,

Herewith I have the honour to transmit for the consideration of the Royal Commission on Railways, the resolutions adopted at the meeting held here on the 2nd inst., and in conformity with resolution No. 7, to express a hope that the Royal Commissioners will be pleased to give them their kind consideration.

I have also been requested to forward a copy of the requisition presented to me, which will be found in the accompanying newspaper, and trust that, taken together with the report of the meeting, which I also send, the Royal Commissioners will consider its character as deserving being called an aggregate meeting of Ireland on the subject of railway reform for this country.

The resolutions so fully convey the opinions and wishes of the meeting that I need not trouble the Commissioners with any comment, beyond observing that the peculiar position of the Irish railways, and exceptional condition of the country lead me to hope that they will be pleased to recommend Her Majesty's Government that any measure introduced by them may be promptly applied.

I have, &c.
James Wm. Mackey, Lord Mayor,
Chairman of the meeting
on 2nd February.

Wm. Pole, Esq.,
Secretary Royal Commission on Railways,
House of Lords, Westminster.

Irish Railway Reform.

At the aggregate meeting held this day in the Round Room of the Mansion House, convened by the Right Hon. the Lord Mayor, pursuant to public requisition, and which was numerously and influentially attended, the following resolutions were passed unanimously:

The Right Hon. the Lord Mayor in the Chair.

On the motion of the Chairman, seconded by Tristram Kennedy, Esq., M.P., the following gentlemen were appointed honorary secretaries to the meeting:—

S. M. Greer, Esq. | Edward Bullen, Esq.
Professor Sullivan. | H. J. Macfarlane, Esq.

I.

Moved by Colonel Knox Gore, D.L.;
Seconded by John Barrington, D.L.; Resolved—
That in the opinion of this meeting the evidence on Irish railways taken by the Royal Commissioners, and just published by the Government, fully proves the necessity of a thorough reform of the management, and a reduction of the rates of the Irish railways, for the interest of the shareholders as well as the public.

II.

Moved by Jonathan Pim, Esq., M.P.;
Seconded by Edward Fox, Esq., J.P.; Resolved—
That the financial position of the Irish railways is such that the directors cannot be expected to carry out the necessary reduction of fares and charges advocated by this meeting on their own responsibility, and as the Royal Commissioners have not reported specially on the Irish system, and as a considerable time must elapse before the publication of their general report for the United Kingdom, we respectfully call upon the Government to take the evidence on Irish railways, as published, into their immediate consideration, with the view of bringing forward a measure this session in Parliament whereby the principles of the Railway Act of 1844 (7 & 8 Vict. c. 85), may be applied to the whole group of railways in Ireland.

III.

Moved by Captain Esmonde, M.P.;
Seconded by Joseph Boyce, Esq., D.L.; Resolved—
That while we desire to leave the Government and the Legislature perfectly free to determine in what way the principles of the Railway Act of 1844 may be applied to the Irish railways, this meeting is of opinion that no measure of railway reform would be complete which did not provide for a substantial reduction of fares and rates, and uniformity of management upon the whole Irish system.

IV.

Moved by W. H. Cogan, Esq., M.P.;
Seconded by the Mayor of Sligo; Resolved—
That in the opinion of this meeting, whatever plan may be adopted by the Legislature for railway reform, it should effectually secure the property of existing proprietors, and vested interests of every kind.

V.

Moved by Andrew M'Cullagh, Esq.;
Seconded by J. W. Naper, Esq., D.L.; Resolved—
That, considering the great benefit which all classes in this country would derive from uniformity of management and cheap fares and rates, it is the opinion of this meeting that if the Government bring forward such a measure for the reform and management of Irish railways as would meet the wants of the Irish people, whatever temporary loss the change might involve, should be made up by relieving railroads from local taxation, and by a special provision applicable to this country to supply the deficiency.

VI.

Moved by the Marquis of Clanricarde;
Seconded by John Bagwell, Esq., M.P.; Resolved—
That a memorial, embodying the principles of the foregoing resolutions, be drawn up and presented to the Government, and that we call upon all classes throughout the country generally to co-operate with us, and to petition Parliament on the subject, and that the Right Hon. the Lord Mayor, as Chairman of this meeting, be requested to sign its memorial.

VII.

Moved by H. M. D'Arcy Irvine, Esq.;
Seconded by Major Dopping Hepenstal, D.L.; Resolved—
That the resolutions adopted at this meeting, and the requisition convening it, be forwarded to the Royal Commission on Railways, with a quest that they will take into their consideration the propositions therein contained.

VIII.

Moved by Alderman L. Joynt;
Seconded by Andrew H. Bagot, Esq.; Resolved—
That the thanks of this meeting are due and hereby given to the members of the Irish railway reform committee for their exertions in bringing the question of railway reform before the country, and especially to such of them as at great inconvenience and expense attended before the Royal Commission, and gave valuable evidence, as may be seen in the blue book just published; and that they be requested to continue their labours for carrying out the objects set forth in the foregoing resolutions, and be instructed to obtain, as far as possible, the co-operation of the Peers and Irish members of Parliament for that purpose.

IX.

Moved by Dr. Peebles, Q.C., LL.D.;
Seconded by Alexander Boyle, Esq., D.L.; Resolved—
That a subscription be now entered into to defray the expenses incurred by this movement, and placed to the credit of our treasurers.

Jonathan Pim, Esq., M.P. | Edward Fox, Esq., J.P.
Alexander Boyle, Esq. | J. G. Boileau, Esq.

X.

Moved by H. R. Perry, Esq.;
Seconded by Alderman M'Cann; Resolved—
That the especial thanks of the meeting are presented to the Irish press, and particularly the Dublin journals, for the liberal and efficient aid they have afforded the cause of railway reform, and that they be requested to continue it, as essential to the good of the movement.

James W. Mackay, Lord Mayor, Chairman.
Robert Jackson, Secretary.

XI.

Moved by G. W. Slator, Esq.;
Seconded by J. G. Boileau, Esq.; Resolved—
That the Lord Mayor do leave the chair, and that John Barrington, Esq., T.C., D.L., be called thereto.

XII.

Moved by Alderman Campbell;
Seconded by Alexander Boyle, Esq.; Resolved—
That the cordial thanks of this meeting be given to the Right Honourable the Lord Mayor for the assistance he has given the movement, and for the prompt manner in which he complied with the wish of the requisitionists, and for having granted the use of the Mansion House, as well as for the urbanity and efficiency with which he presided over this great and important meeting.

XIII.

Moved by the Right Hon. the Lord Mayor;
Seconded by J. G. Boileau, Esq.; Resolved—
That the secretary, Mr. R. Jackson, is entitled to the thanks of the meeting for his zealous attention and for the assistance he has rendered the movement.

JOHN BARRINGTON, Chairman.

Mansion House,
Dublin, 2nd February 1866.

APPENDIX BR.

MEMORIALS from IRVINESTOWN, and REMARKS thereon by the IRISH NORTH-WESTERN RAILWAY.

To the Royal Commissioners on Railways in Ireland, House of Lords, London. The memorial of HENRY MERVYN D'ARCY IRVINE, Castle Irvine, Esquire.

SHOWETH,—

THAT memorialist is a large landed proprietor; is owner of the town of Irvinestown, where large weekly markets and monthly fairs are held; is proprietor of the Irvinestown corn, flour, and saw mills; is proprietor and occupier of the Irvinestown tilery, pottery, and brick works; is proprieter and occupier of the hotel, Irvinestown; is proprietor of the Lough Erne hotel, now being built for tourists; was a promoter of the Enniskillen, Bundoran, and Sligo Railway; is now a director of that company, holding a large number of shares, and being creditor to the company of a large sum of money.

That in consequence of holding these various properties, and from the nature of them, he is deeply interested in the railway communication in the district, and the mode and manner in which it is conducted. That he regrets to have to state that, in conseqnence of the manner in which the railway in this district has been conducted, that all his property has been seriously deteriorated, and a great deal of it is entirely closed and lying idle, waiting for some amendment in railway communication.

That memorialist built his flour mills on the understanding with the Londonderry and Enniskillen Company that his goods were to be carried at reasonable rates.

That memorialist had, in connexion with these mills, stores at Enniskillen, Irvinestown, Ballyshannon, Donegal, Ballintra, and Dublin. That a large and profitable business was done, but finally the rates charged by the railway company were so enormous; the supply of rolling stock so deficient—(the answer to complaints on the subject being that the company considered that it was better for them to charge high rates for the goods taken on their supply of rolling stock, than to purchase a further supply and to charge cheaper rates); the station accommodation being also wretchedly deficient; the station master so disobliging, and incompetent to keep any accounts; that memorialist, not being dependent on any profit derived from these mills, closed them, sooner than incur the vexation and annoyance he received; and also for the purpose of depriving the railway company (as the only punishment in his power to inflict) of the twentieth part of the entire receipts of their line, including both passengers and goods.

When memorialist closed his mills, the remark of the station master was—"Thank God, for he gave them more to do than the whole of them."

That memorialist has also closed his tilery and brick works, so far as not sending any brick or tiles by the Irish North-western railway. When he opened these works he advertised them, appending to the advertisement a testimonial from Sir Richard Griffiths, chairman of the Irish Public Board of Works, certifying that the clay, bricks, and tiles were of the very best possible quality, and in consequence received large and extensive orders. That, to execute these orders, he endeavoured to make traffic arrangements with the Irish North-western Company, and after much delay, succeeded so far as to exact a promise from their traffic manager, that he would be charged the same rates as charged for the Florencecourt Tilery; but on the contrary, when the tiles were sent they were charged one-fourth more; and, even then, delivered after serious delays —and, in some cases, not delivered at all. The agent appointed declined to act any longer, and he was threatened with actions.

Memorialist could enlarge on the great and many grievances to which himself and the entire district have been subjected, but considers it more satisfactory and conclusive to forward with this memorial a copy of the last half-yearly report and statement of accounts, as furnished by the directors of the Irish North-western Company to their shareholders.

This statement of accounts will show that company to be absolutely and hopelessly bankrupt and insolvent, and without the power or the means to accommodate the traffic of the country; their nett receipts being barely sufficient to pay the interest on their debentures, stock, and Government loans.

That memorialist begs to draw attention to their own statement of the supply of rolling stock, and also to the letter enclosed, from his coal agent in Londonderry, by which it will appear that they even cannot find rolling stock to carry five tons of coals.

That your memorialist has, for the last fifteen years, devoted his entire time, energy, and fortune, in the attempted improvement of the country and his property, and, in every instance, he has been thwarted by the manner in which the railways of the district are conducted.

That memorialist is well acquainted with the resources and condition of the country; that he is able to state, as a positive fact, that the statement, that there is no traffic in the country, is absolutely and positively untrue; and that the only limit to it has arisen from the railway companies themselves; and that the railways in the district have been so conducted "that as their hand has been against every man, so now every man's hand is against them."

Memorialist therefore prays that as it was thought fit and right to enforce the compulsory sales of the encumbered estates of landed proprietors, that steps may be taken of ridding us of encumbered railway proprietors, who now, injuriously to the country and uselessly to themselves, monopolize the carrying trade of this district.

HENRY MERVYN D'ARCY IRVINE.

The Royal Commission on State of Railways in Ireland, House of Lords, London. The memorial of the undersigned landowners, merchants, traders, farmers, and others, residing in the district of Irvinestown, and County of Fermanagh, showeth,—

THAT memorialists have been seriously injured in their property, trade, and business, by reason of the manner in which the railways of the district have been conducted.

That the train accommodation between Enniskillen and Dublin has been very deficient, the earliest passenger train leaving Enniskillen at 12½ p.m., whereby half of the day has been lost, and rendering it impossible to transact business in Dublin and return the same day.

That the fares on the line have been always excessive, being equal to that formerly charged by coach. That the charges for goods, cattle, and all produce, have been excessive.

Memorialists have only to refer to the half-yearly statement of accounts, as given by the directors of the Irish North-western Railway Company, to prove that the company are not in a position to properly carry on the carrying trade of the district.

Memorialists are aware that the resources and trade of the district are ample to afford sufficient traffic to a line properly conducted; and memorialists have the proof to offer that, while many carriers have failed in the district, and in Ireland, ample and great fortunes have been made by Messrs. Purcell, Bianconi, and others. Showing that, if properly conducted, railways should be remunerative to the shareholders, and advantageous to the public.

Memorialists therefore pray that steps may be taken to place the carrying trade of the districts in a right and proper condition.

EDWARD ATTHIL, J.P., Kesh.
ALEXANDER INNIS, M.D., Irvinestown.
JOHN TODD, M.D., Trillick.
GERALD IRVINE, Figlist, P.L.G.
JOHN MCHUGH, Aghalawn, P.L.G.
ROBERT PORTIS, Gasmullagh, P.L.G.
JOHN CATHEART, Orange Hall, P.L.G.
ROBT. AMPERSON, Bracksops, P.L.
JAMES MOFFETT, P.L.G., Lack.
THOMAS MILLER, merchant, Lack.
IRVINE ARMSTRONG, merchant, Lack.
ROBERT EVANS, merchant, Lack.
SUSAN JOHNSTON, shop-keeper, Lack.
IRVINE KEYS, Glenarn, farmer.
GEORGE MOFFITT, farmer, Kilmallin.
THOMAS BELTON, Drumkeen.
JOHN MONAGHAN, Edenacleigh, Lack, farmer.
JOHN CATHEART, Pan Lane, guardian.
FRED. D'ARCY, J.P., P.L.G.
JOHN BRIEN, P.L.G.
JAMES E. SIMENELER.
LINDRUM HURST.
WM. DEAZELEY.
ANDREW JOLLY, churchwarden.
WM. SWANSTON.
HENRY IRVINE.
PATRICK HUMPHRYS, farmer.
IRVINE JOLLY, merchant.
JOHN MAGRATH, flax buyer.
A. H. IRVINE, J. P.
WM. JOHNSTON, P.L.G.
JOSEPH BUCHANAN, farmer and dealer.
CHARLES HAMILTON, farmer, P.L.G.
JOHN IRVINE, farmer, Woodhill, P.L.G.
WILLIAM MAXWELL, farmer, P.L.G.
JASON CARSON, farmer, P.L.G.
JOHNSTON IRVINE, farmer.
JOHN CHITTICK, farmer.
WILLIAM WALKER, farmer.
MICHAEL O'COFREY, farmer.
JAMES LAW, farmer.
DAVID ELLIOTT, farmer.
ROBERT BLEACKLEY, farmer.
GEORGE WATSON, farmer.
THOS. MCKEON, clerk of Petty Sessions.
LANCELOT GINN, farmer.
JOSEPH LINDEN, farmer.
WILLIAM GINN, farmer.
IRVINE ELLIOTT, shopkeeper.
ROBERT KEYS, innkeeper.
H. WALKER, L.A.H.O.S.N.
HUGH KAYS, merchant. I sign this with all my heart, as I am fairly robbed.
GEORGE OGARMAN, shopkeeper.
THOMAS MCBRIERTY, shopkeeper.
WILLIAM MAGRATH, merchant.
JAMES O'REILLY, merchant.
ROBERT ANDERSON, merchant.
WILLIAM RINCHY, merchant.
SAML. DOUGLAS, merchant and agent.
CHRISTOPHER TRAMATH, merchant.
JOSEPH FIRR, merchant.
JAMES CREIGHTON, egg and fowl dealer.
ROBERT ARMSTRONG, merchant.
ELIZABETH ACKEA, draper.
JOHN SAMERVILL, grocer and agent.
WILLIAM JOHNSTON, merchant.
HENRY HIPPINGSTALL, merchant.
HIRAM DUFFY, merchant.
PATRICK REILLY, publican.
PATRICK GORMAN, shopkeeper.
JOHN GRAHAM, merchant.
THOMAS KEYS, merchant.
ROBERT JOHNSTON, grocer and innkeeper.
WM. ANDERSON, farmer.
ABRAHAM ANDERSON, farmer.
WM. IRVINE, Dumhany.
W. GILBERT, N.S.G., Clane.
PATT. O'BRIEN, butcher.
GEORGE SWANSTON, farmer.
JOHN HUMPHREYS, gentleman.
WILLIAM BETTY, Poor Law guardian.
JOHN ARMSTRONG, farmer.
ANDREW SOMERVILLE, farmer.
WILLIAM INGRAM, farmer.
EDWARD CARSON, farmer, income tax collector.
CHRISTOPHER CROWE, farmer, income tax collector.
ROBERT BLEAKLEY, farmer, Kinnim.
PATT. M'GIRR, farmer.
PETER SWIFT, farmer.
JAMES JOHNSTON.
MICHAEL O'BRIEN, book keeper for WM. SHACKLETON & CO.
GERARD JOHNSTON, farmer.
CHRISTOPHER BLEAKLEY, farmer.
JAS. GALAGHER, farmer
JAMES AMERSHONY, Dundalk, farmer.

43, Lower Gardiner Street, Dublin,
SIR, 22nd December 1865.

I HAVE received a letter signed H. Mervyn D'Arcy Irvine, dated Castle Irvine, 13th instant, covering two printed documents, unsigned and undated, addressed to the Royal Commission, and entitled respectively "The Memorial of the undersigned Landowners, Merchants, Traders, Farmers, and others residing in the district of Irvinestown, and county Fermanagh," and "The Memorial of Henry Mervyn D'Arcy Irvine, Castle Irvine, Esquire." In reference to the said memorials I am directed to inform you that my Board considers the statements therein contained to be so libellous and unfounded that it must decline to enter into any explanation unless the Royal Commissioners should so desire. The Board, however, begs to give an unqualified denial to the statements in question.

I have, &c.
(Signed) W. EYKELBOSCH,
Secretary.

To the Secretary,
Royal Commission on Railways,
The House of Lords, London, S.W.

APPENDIX BS.

MEMORIAL from Mr. H. M. D'ARCY IRVINE, as to the ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY.

To the Royal Commission on Railways, House of Lords, London. The memorial of HENRY MERVYN D'ARCY IRVINE, Esquire, of Castle Irvine, Irvinestown, County Fermanagh, Ireland.

SHOWETH,—

THAT memorialist was one of the promoters of the Enniskillen, Bundoran, and Sligo Railway; is now a director of that company, and is bound in a penal bond of 24,000*l.* with David M'Birney, of 18, Ashton Quay, Dublin, to the Crown for the completion of that line to Sligo.

That it will be seen by reference to the map of Ireland that the railway from Enniskillen to Sligo is a main arterial line, necessary for the traffic of the west of Ireland to the ports of Londonderry, Belfast, and Dundalk, and as such

is a legitimate and useful undertaking and on public ground, deserving of public and national support.

That memorialist undertook this project, in conjunction with the other directors, with the intention of avoiding as much as possible the errors which had to a certain extent caused railways in Ireland to be unproductive, viz :—

1st.—Parliamentary expenses.
2nd.—Excessive payments for land.
3rd.—Heavy engineering costs.
4th.—Heavy law costs.
5th.—Over payments to contractors.

That the directors succeeded so far as to avoid the two first,—the parliamentary costs being as low as the present state of railway law permits. That a great portion of the land was obtained free—a large portion for payment in shares, and the remainder for a price not excessive. With respect to the other three, the efforts of the directors have not been successful; and memorialist begs to lay before the members of the Commission his individual opinion as to the cause, and does so in the hope that some steps may be taken by Government to relieve him from those responsibilities which he now lies under, and which, under the present state of the laws affecting railways in Ireland, he is unable to do with advantage to himself or the public.

When the Enniskillen, Bundoran, and Sligo Railway was promoted, 35,000*l.* was taken in shares, and since fully paid up; and the directors afterwards advanced 32,000*l.* of their own money. It was found impossible afterwards to raise any more money, either on the security of the line, or the personal security of the directors. In fact, it was found that for various reasons there was no capital in Ireland available for making railways. That it will be seen by the last half-yearly statement of the accounts of the company, that all the money due to bankers was 874*l.*

Memorialist was one of a deputation of three directors, all men of property, who waited on the late manager of the Provincial Bank in Dublin, to request a temporary loan of 4,000*l.* for the purposes of the railway, on the joint security of the line, and personal note of the directors. That had the directors been three dogs asking a bone, they could not have been refused or treated with greater contempt.

That the Royal Banking Company were bankers to the company, that memorialist was joined with two other directors in a note to that company for 4,000*l.* for the use of the railway, and as the Royal Banking Company alleged, and our directors denied, for the further sum of 874*l.* appearing in the accounts enclosed as due to them. The Royal Banking Company applied to memorialist for payment of these two sums, none of the money being for memorialist's use; and the banking company being promised payment in a short period of the 4,000*l.*, memorialist instructed his solicitor to take such steps as would protect him until the promised payment would be made. The solicitor having taken such steps, the Royal Banking Company served memorialist with a trader debtor summons, as a brickmaker, into the Dublin Bankrupt Court. The Judge presiding ruled that memorialist should hand in a cheque for the two-thirds of the 4,000*l.*, and that the Royal Banking Company should seek their remedy at law for the 874*l.* That accordingly memorialist immediately handed in a cheque, which cheque the Royal Banking Company then refused to receive as payment, and memorialist was obliged to go to the Bank of Ireland, change the cheque, and hand in the proceeds to the Judge presiding in gold. The 874*l.* was also paid to them immediately afterwards, as likewise the balance of the 4,000*l.* The proceeding of the Royal Bank against memorialist being made public will, of course, prevent others subjecting themselves to take insult; particularly as memorialist had left, for a considerable period, the course usually pursued by landed gentlemen, and had taken a large part in business and mercantile transactions connected with his town and estate, and through large and very heavy mercantile liabilities had always retained a name for the strictest integrity and punctuality.

It was also found by the directors impossible to raise money from persons in the district, the Irish North-western Company being large borrowers of money, which has been wholly or partly lost.

Under these circumstances the directors of the company were placed in a position entirely dependent on their solicitor, engineers, and contractor, and which rendered them wholly incapable of having any control over the expenditure; and memorialist does not see how the line is to be finished, and his liability under the bond given avoided, unless at a cost which would render the railway entirely unproductive to the shareholders, and the directors who are creditors.

Memorialist has to state that he has acted for a long period as grand juror of the counties of Fermanagh and Tyrone, and for a considerable period acted as foreman of the grand jury of the county Fermanagh. That during that period he has gained a good knowledge of road-making, and of what should be the cost. That he has seen nearly every road in the two counties either made or altered, and, in Fermanagh particularly, at a cost and expense far beyond what was necessary, and in a manner equal, if not superior, to any line of railway; still at a cost not one-half of what the earthworks and masonry cost on our line of railway.

That memoralist believes the reason of such saving to be that the grand jury are in a position to pay cash, and control their officers and contractors.

That memorialist has been particular in showing there is no available capital in Ireland to make railways for cash payment, as he is aware of the theory advanced, that private capitalists should not be interfered with by the expenditure of Government capital.

Memorialist begs to express his entire disapproval of the railways of Ireland being handed over to the management of Government, any good arising from such a step being altogether contrary to his experience. He has seen the relief so handsomely granted by Parliament during the famine of 1847, and placed under the sole control of Government, so administered that not one-third part reached the poor. He has seen vast sums of money uselessly expended by the Board of Works. He has seen the Government of Ireland centralised, and the influence of men of property ignored. The Commission can now see the result.

But memorialist has seen great benefit arising from money advanced by Government, and expended in thorough drainage, the making of public roads, the building of gaols, asylums, and other works, when expended under joint government and local supervision; and he can refer to the evidence laid before various committees of the House of Commons, that such monies have been always punctually repaid in the instalments agreed on.

This line of railway is now completed to Bundoran, but is burdened with heavy liabilities to the landowners, contractors, engineer, and solicitor—rendering it hopeless for the directors to give accommodation to the public at reasonable rates. But memorialist has entered into negociations with the view of learning what arrangement could be made with these creditors, and he is enabled to state that by a cash payment a sum of at least 50,000*l.* could be made on the rate of payment as made in debentures and Lloyd's bonds—and of fully 30,000*l.* less than the cash payment rates. The contractors, Messrs. Brassy and Field, offering to take 20,000*l.* less than the cash expended by them, as shown by their books, in consideration of a cash payment to them.

Memorialist would submit that as 90,000*l.* has been raised by shares, advances of directors, and gifts of land, all of which would be charges on the line coming after any loan which Government might be induced to advance, that there would be ample security for the payment of interest and gradual repayment of such loan.

Memorialist therefore prays that such steps may be taken as will empower the Government to advance money, on fair and liberal terms, for the completion and making of railways in Ireland; thereby saving great personal loss to the directors and shareholders, and enabling them to deal with the public using their lines on reasonable terms.

Henry Mervyn D'Arcy Irvine.

Appendix BT.

Remarks by Mr. Charles Clark, of Liverpool, on Mr. Cawkwell's Evidence.

My dear Sir, 17, North Wharf, Liverpool.

Mr. Patterson has shown me the proof of Mr. Cawkwell's evidence before the Royal Commission, and as a great portion of his examination is directed to the overthrowing or weakening of the statements I made as a witness on behalf of the Liverpool traders, I venture to trouble you with a few remarks upon it.

To examine it in detail and expose its manifold inconsistencies and errors, would be a far too laborious task, and I shall confine myself to three or four points which you may probably think deserve to be cleared up. These are--

1st. The accuracy and fairness of the tables of rates given in by me to the Commission.
2nd. The cost of carting in Liverpool.
3rd. My estimated terminal charge; and
4th. The general answer of Mr. Cawkwell to the complaint from Liverpool.

First, as to the tables.

It appears to have been assumed by some of the Commissioners that there is a published table of railway rates on all goods to and from all places, so that it would be perfectly easy for any one wishing to know a particular rate between any given towns to consult this table, and ascertain the rate. This I take to be the drift of the questions numbered 11,495 to 11,499.

Nothing can be further from the fact than this. There is no such publication accessible to the public, and when the Chamber of Commerce wanted to get at the actual rates between different places, their only mode of getting the information was by asking the individual forwarders of goods to those towns for a return showing the rates they had actually paid. The tables presented by me to the Commission are compiled *bonâ fide* from the returns thus sent in by the very persons who paid the charge, and each return is authenticated by the signature of the merchant or trader making it.

If the charges authorized should turn out to be less than those actually levied upon the public, this is in itself an additional grievance, which may fairly demand the attention of the Commission. On this head I beg to remind you that since my evidence was given several of the most obnoxious rates have been reduced. I am glad to see you pressed Mr. Cawkwell on this point. He says he does not know whether the Birmingham rate, reduced in August 1865, was altered before I gave my evidence or not.

As he had my evidence in his hands to prepare his answer, it is surprising that the date, April 1865, should not have enabled him to answer your question whether these reductions have not, at least in many cases, been made since our tables were prepared and handed in.

I do not dwell upon this point to vindicate myself, but because I think it is essential to show the good faith of the Chamber in the statements it has made. I do not say there are no inaccuracies in the tables. Some I have discovered and corrected in the revised proof, some may have escaped, but on the whole I believe they will be found correct.

A much more important point is their *fairness*. This seems to be questioned in No. 11,485, and though Mr. Cawkwell does not expressly say they are unfairly drawn up, it is implied by what he states.

This requires an explanation.

The Chamber had to collect the rates by sending a circular to every member, and even to others, asking for the required information.

You know how reluctant men in business are to move in any matter which does not directly affect their interests.

Hence it happened that the returns were made mainly by those who thought they had reason to complain; those who were satisfied to let things remain as they were took no trouble about it, and of course those persons who enjoyed the preferential advantages which Mr. Cawkwell admits and alleges in answer to our complaints, were the very last men who were likely to come forward and expose a system by which they were profiting at the expense of others. So much on the point of the tables.

Secondly, as to the cost of cartage.

Mr. Cawkwell confuses "cost" with "price," two very different things. By cost of carting I mean the actual expense to the man who performs the work. What Mr. Cawkwell deals with is the price paid to other persons for undertaking to perform the work. Of course this price must include not only a profit on their capital and skill employed, but also, as their employment is a precarious one, an additional sum to cover the risk of their being unemployed. The simple fact is that the firm of which I am a member carts several thousands of tons in a year at 10*d.* per ton, and makes a profit (though a very small one) by it; and if the cost to a railway company of doing the same work would be 1*s.* 3*d.* or 1*s.* 6*d.* per ton, this is a further reason why, as we proposed to Mr. Milner Gibson last year, the option of performing it should be given to the trader, and a corresponding deduction made from the carriage charge.

Thirdly, terminal charges.

Mr. Cawkwell disputes the accuracy of my estimate, but does not give any data by which the Commission can test it for themselves. Indeed on this subject his answers appear inexplicable. He estimates (see question 11,566) the terminals on the London and North-western railway alone at *one million*.

Yet the same company return their *total traffic charges, including goods and passengers*, at 750,000*l.* As the total receipts are derived in about equal proportions from goods and passengers, it is fair to assume that this item should be equally divided between goods and passenger traffic.

Thus, if the whole cost were set down to terminals, it would only amount to one-third of Mr. Cawkwell's estimate. But, in answer 11,562, he sets down "permanent way" as one of the items of terminal charge. If the cost of making and repairing the line be in any respect a terminal charge, or, as it is defined in the Acts of Parliament, a reasonable sum for loading, unloading, and covering, and any other services incidental to the business of a carrier, what meaning is there in language?

How can the making and maintaining of the permanent way be "an incidental charge?" Is it not the very making of the line itself for the use of which the maximum tolls are specified in the Act?

But the point which I want specially to bring home is this. In his answer No. 11,478, Mr. Cawkwell accuses me of having designedly understated the terminal charge for the purpose of making the discrepancy in the mileage rates appear greater, and the fallacy of his argument does not appear to have excited the attention of the Commission.

Yet surely a very slight examination will show that the result is the very contrary of what Mr. Cawkwell assumes.

The higher the terminal charge is taken, the greater will be the discrepancy in the mileage rates, and the stronger will my case become.

I purposely took a moderate rate for terminals to avoid all appearance or suspicion of overstating my case.

Let me take a single illustration, which will exhibit the absurdity of the argument in its most striking form. Let the rate from Liverpool to Preston, 32 miles, be represented by 6*s.* 3*d.*, from Fleetwood to Preston, 20 miles, by 3*s.* 6*d.* If I take off 2*s.* from each of these sums for terminals, the nett sums will stand thus,—

From Liverpool, 32 miles - -	4*s* 3*d.*
„ Fleetwood, 20 do. - - -	1*s.* 6*d.*
Or from Liverpool per mile - -	1·59
„ Fleetwood „ - - -	0·90

But suppose now that, instead of allowing 2*s.* for terminals, I allow 3*s.*, how will the comparison stand?

From Liverpool - - 6*s.* 3*d.*, less 3*s.*, =	3*s.* 3*d.*
„ Fleetwood - - 3*s.* 6*d.*, less 3*s.*, =	6*d.*
Or, per mile from Liverpool - - -	1·22
„ Fleetwood - -	0·30

In the first case the cost per mile is as 1·59 is to ·90, or $1\frac{3}{4}$ to 1; in the second it is as 1·22 to ·30, or four to one.

So far from the discrepancy being reduced by taking a higher terminal rate, it is, in this case, more than double. Is it not abundantly clear that if you have two unequal sums, the higher the sum you deduct from each the greater will be the inequality of the remainders.

Yet Mr. Cawkwell says, I took the fixed sum low in order to increase the inequality!

One word on Mr. Cawkwell's general answer. It is that the duty of a railway company is not simply to convey traffic on the most economical terms, but that they have a right to distribute it at their discretion; to foster it where it is sluggish by offering a bounty, to curb it where it is exuberant by imposing a restriction, and generally to act as a sort of deputy Providence, assigning to each town and district such a measure of prosperity as it deems best.

I am content to rest our case upon the negative of this monstrous theory, which is again and again implied in

Mr. Cawkwell's evidence, and to ask if it is conceivable that Parliament should sanction the exercise of a power so arbitrary and irresponsible.

Should you think it desirable to tender fresh evidence on these or any other points, I shall place myself entirely at your disposal, and I have only now to beg that you will pardon the extreme length to which this letter has grown.

The magnitude of the subject, the interest you have taken in it, and the importance of exposing Mr. Cawkwell's errors of fact and argument, must plead my excuse for thus intruding upon your time.

I remain, my dear Sir,
Yours very truly,
CHARLES CLARK.

T. B. Horsfall, Esq., M.P. 24th February 1866.

APPENDIX BV.

OBSERVATIONS by the PROPRIETORS of WINGERWORTH COLLIERY, near Chesterfield, on the RAILWAY COMPANIES' WORKING of COAL TRAFFIC.

THE railway companies (almost all of them, and particularly the Midland and London and North-western) require the coal merchants or coal masters to provide waggons for the traffic; these waggons are worth to let from 4*s.* to 5*s.* per week, but the railway companies sometimes delay them five or six weeks without compensating the owners, and at other times smash them up in shunting, and refuse to pay compensation, alleging the damage to be caused by wear and tear.

Lower rates are given to large collieries for gas coals and on quantities which smaller collieries cannot raise; this is manifestly unjust to small colliery owners.

An arbitrary charge is made for siding accommodation, and signalmen's wages at some colliery junctions, while other collieries are not required to pay any expenses of this kind.

At some stations (Birmingham and Nottingham for instance), the coal wharfs are all let to a certain number of coal merchants, to whom only the coals must be consigned. This is very unfair to collieries not having introduced their coals, as they are compelled to go to some one of these merchants, who may all combine to keep a particular coal out of the market. The wharfs should be free to any one paying carriage of the coals.

Wingerworth Collieries, near Chesterfield,
17th February 1866.

APPENDIX BW.

FURTHER STATEMENT from WINGERWORTH COLLIERY, in reply to Mr. ALLPORT'S EVIDENCE.

Wingerworth Collieries, near Chesterfield,
SIR, 13th March 1866.

HAVING been furnished with a proof copy of the evidence of James Allport, Esq., given before the Railway Commission on the 1st instant, I beg, as one of the proprietors of the Wingerworth collieries, to state the following facts in reply thereto:—

1*st. As to the Construction and delay of Waggons.*

Mr. Allport admits in his reply to 13,634 and 13,694 that the coal masters are compelled to provide the waggons for their trade.

He denies that coal waggons were originally intended to carry four tons, but the Act authorizing the North Midland line running near the Wingerworth collieries expressly limited them to four tons, including the weight of the carriage. See 6 & 7 Will. 4. c. 107. s. 177., passed in 1836.

The Wingerworth collieries were opened in 1840, and their waggons were constructed to carry about four tons, and must have been approved of by the railway company, who had power by section 179 to refuse carriages which they considered objectionable. The Wingerworth Company for some years had about 300 of these small trucks, which were similar in construction to those used at the adjacent collieries at Clay Cross and Staveley; as these trucks wear out and become unfit to run they are replaced by the ordinary six-ton trucks now generally used in the coal trade.

Previous to 1863 Mr. Allport complained that these small trucks had axles of too weak a description and required us to put in stronger ones, but as the weights carried by the waggons had not increased, and as many of them were nearly worn out and not worth this extraordinary outlay, we asked to be allowed to run them short distances until they were quite worn out, when we promised to renew them according to their requirements. Mr. Allport at first declined to do this, and by letter dated 16th May 1863, wrote to us as follows:—

MIDLAND RAILWAY.

General Manager's Office, Derby,
GENTLEMEN, 15th May 1863.

REFERRING to my note of the 21st April.

I now forward you a list of your waggons, to which I must take exception, and I beg, therefore, to inform you that on and from to-morrow I cannot permit them to run until they have been supplied with the heavy description of axle which we require rolling stock working over this railway to be furnished with.

I am, &c.
Messrs. The Wingerworth Colliery Company, near Chesterfield. Pro JAMES ALLPORT, J. WHITMORE.

The Midland Company's agent at Clay Cross received instructions at the same time not to permit these waggons, 80 in number, to go on the line. As Mr. Allport denies this charge in his reply to No. 13,644, his own letter is annexed hereto.

Ultimately after repeated remonstrances Mr. Allport allowed many of these waggons to run, and some of them are yet working, and I do not recollect that one of these axles has since given way. At the time these waggons were stopped I pointed out to Mr. Allport, by letters, dated 21st April 1863 and 22nd May 1863, that the Staveley collieries were allowed to work the same description of waggons, which he did not deny, and a large number of them are still in use there, and also at other collieries in this district.

The size of the axles should depend on the load and speed, but we were never furnished with particulars of the required dimensions, nor was there any general rule or regulation as to the size of axles for small waggons of the class objected to, though there was a specification issued in 1860 for the six-ton waggons, which however has since been withdrawn, and no inspection now takes place of new waggons put on the line as stated by Mr. Allport in No. 13,666.

We complain that the regulations as to construction of waggons are uncertain and unequally and arbitrarily carried out, and we would suggest that where railway companies do not provide waggon stock they should not have the powers they now exercise when they think fit to reject particular private waggons, but that disputes of this nature should be settled by indifferent parties well acquainted with rolling stock, as was intended by the original Railway Acts.

Mr. Allport says, in his reply No. 13,646, that the Midland Company are only an hour and a half in taking coals from Clay Cross to Derby, and this may be true as to the actual time in transit, but I repeat that many waggons very frequently stand several days in sidings at Clay Cross, before the engine takes them away, and that on arrival at Derby they are again delayed there in the shunting sidings, and are not delivered in the coal wharf, at which place only they can be unloaded until two, three, or four days afterwards; the same delay takes place with many waggons in returning empty to the collieries.

The statement I gave of waggons delayed in December last in going to and returning from Derby, which Mr. Allport denies in his replies 13,647, 13,648, and 13,649, is nevertheless quite accurate; the dates are taken from books kept specially for the purpose, and can be verified on oath if required by the Commission. Similar or greater delays take place almost daily to other stations, many instances of which I could give, but I have not the same means of tracing where the time has been lost as I have at

Derby, where we employ a staff exclusively for the sale of our coals.

The delays so frequently occur in the busy season that it would be tedious for us to make complaints every time they take place. I have, however, written several times to Mr. Allport, but more frequently to Mr. Parker, the outdoor superintendent, and have also personally complained to them and to the station agent of these delays. On the 22nd November last I wrote as follows to Mr. Parker:—"Our waggons are working "very badly indeed. See the enclosed letters, showing "great delays. Please see that they are better attended "to as the waggons are of very great value to us just "now," to which Mr. Parker replied that "it should have "immediate attention." I also wrote to Mr. Allport on the 16th and 23rd November last, complaining of delays on the self-acting incline worked by the Midland Company. These letters were as follows:—"We cannot get our waggons "up and down the incline without an unnecessary waste "of time. To-day we have been laying down coals at the "pit for want of empties, and your men knew it, but "stopped for dinner two hours, when there were several "empties at the bottom of incline, which ought to have "been run up immediately they came in. It is impossible "for us to increase our trade unless better arrangements "are made for working this incline. The incline ought "to be worked continually so long as there are either "empties at the foot or loaded ones at the top of "incline."

"The incline is not yet worked satisfactorily, so much "time being lost, both with getting loaded waggons down "and empties up. As we have a capital of upwards of "60,000*l.* depending on the working of this incline, you "will excuse us urging upon you the importance, to us, "of doing all that can be done to facilitate our trade, and "and we therefore enclose you a few suggestions for "working the incline, which would, if carried out, prevent "the necessity of these repeated complaints. Your men "will probably say that some of these suggestions are "impracticable, in that case we shall be glad to try the "work for ourselves, with our own enginemen and "breaksman for a week, if you will give your man a week's "holiday while we are doing the work. We will be re-"sponsible for any damage to the waggons or machinery "while under our care. We are giving you a traffic of "70*l.* per day, and can increase it considerably if facilities "are afforded for working the incline properly. We have "above 5,000 tons of coal at the top of incline, in stock, "which we want to sell while we have a demand, but "cannot get it down." Mr. Allport acknowledged both these letters.

Mr. Allport states, in his reply No. 13,649, that "the "railway company has no control over these coal wag-"gons;" they are, however, invariably placed on the company's own sidings for unloading, and if they are delayed there more than a certain number of days, (generally two or three), the company charges 1*s.* per day, as stated in Mr. Allport's reply No. 13,684, which is inconsistent with no control, as stated in replies No. 13,649 and 13,650. The complaints we make as to delays at Derby in December, as per statement, are not, however, affected by delays in the coal wharves, the time of arrival there being considered as the time of delivery, and the delay in return of empties being counted only from the day of unloading.

Owing to these repeated delays our waggons made only an average of six trips in the months of November and December last, when all our customers were short of coals and requiring increased supplies, and when we had large stocks of coal on hand at the pits and only wanting the trucks to send it into the markets.

2nd. As to Damage to Private Stock, &c.

Mr. Allport says in his reply, No. 13,668 and 13,669, that there is an incline belonging to the Midland Company over which these waggons have to be worked; this incline is another source of delay and the cause of much damage to our waggons, the gradients are 1 in 10 over a portion of it and it is worked generally as a self acting incline, the weight of the loaded waggons bringing up the empty ones; but occasionally, when more empties are required than the loaded ones will draw up, a stationary engine is used to assist, and in doing this work, which is always performed by the Midland Company's servants, Mr. Allport admits truly that there are sudden snatches given to the load tending to break the couplings. If the company's rope or chain breaks first, as it sometimes does, they pay the damage to the waggons, though not for time lost to the owners in repairing them, but if the snatches break the couplings of the waggons (which are very often broken on the ordinary line without further damage) the company not only declines to pay, but insists on being the sole judges, and even refuses to refer the question to an indifferent person in some cases when the blame rests entirely with its own servants, who are in charge of the waggons when working on the line.

To give instances in support of these assertions I may say that on the 3rd November 1863 our waggons broke loose on the incline, one of the drawbars having given way; at the foot of the incline safety points are provided to turn the runaway waggons off the line into a heap of soil and prevent the greater damage which occurs when the waggons run into others at the foot of the incline, but on this occasion these safety points were not opened by the Midland Company's man kept for the purpose and the damage was consequently increased. I wrote to Mr. Allport stating these facts on the 13th November 1863, and offered to divide the loss with him, but he declined by letter, dated 27th November 1863, to make any compensation.

On the 8th January 1864 another accident occurred by one of the chains beeaking in going up the incline. On this occasion the side chains were not connected and the safety points were not opened at the foot of the incline, but Mr. Allport, by letter dated 29th January 1864, declined to contribute to the damage.

As these accidents occurred in my opinion by running more weight down the incline than the ropes, chains, and couplings ought to bear, I gave Mr. Allport notice, by letter dated 30th January 1864, that we should hold the Midland Company responsible for future accidents when more than four waggons were sent down at one time; but on the 24th October last, when five waggons were running down the incline, another accident took place by one of the waggons coming off the rails at the safety points and a drawbar was broken. Mr. Allport insisted that the breakage of the drawbar caused the accident, though no one could speak positively to this, and he refused, by letter of 14th November 1865, to make any compensation, notwithstanding the great weights objected to had been continued and although the waggon might have run off by inattention to the safety points. I also proposed, by letter of 9th December last, to leave this question to a third party, but no notice has been taken of this offer. So far from five waggons having been run down at our own request, as stated in reply 13,671, we expressly by letter forbid this to be done as named above.

On the 5th February last several waggons ran off the rails at these same points, which were admitted by an inspector and the station agent to be out of order, but the company say the waggon was not in gauge and decline to pay the damage.

We are now compelled to take legal steps against the Midland Company to recover the damages of the two last accidents, as they decline to refer the dispute to the judgment of two indifferent persons.

We paid for some years a separate rate of 3*d.* per ton for coals coming down this incline, and though this rate is now merged in one total sum to each station, we say that, notwithstanding Mr. Allport's assertion to the contrary in reply No. 13,679, 3*d.* is still charged for it in some of the rates. Mr. Allport's reply, 13,679, states that this incline is counted as two miles, but the actual distance is less than a mile and the traffic is worked by our own locomotive engines over one half the distance to the top of the incline. As the incline is as much a portion of the Midland Company's railway as the main line we ought not to pay more rates upon it, and particularly as the extra risk and delay to our stock by passing over it is a great annual loss to us, and does not fall on other coal masters who have not stock running on inclines.

3rd. As to unequal Rates.

Referring to Mr. Allport's reply, No. 13,675, the Midland Company did a few years ago offer very low rates for gas coals (about ½*d.* per ton per mile) to those coal masters who sent it an average distance of 60 miles over the railway, and this arrangement was beneficial only to very large collieries, and in fact enabled the Staveley Collieries to secure the trade of many gas companies in the Midland districts. Since that time the Midland Company have revised their gas rates, but Mr. Allport is in error in stating that the circular he quotes has been in existence for years, inasmuch as I have now before me an offer of reduced rates for gas coal on 26 June 1862 and one on the 16th May 1863 on minimum quantities of 1,000 tons, and I did not receive the circular he alludes to until the 21st May last, quoting rates to Nottingham, Radford, and Basford only. So long as the Midland Company can vary their rates as they think fit, they may at any time return to a larger quantity and shut out small collieries.

Reply 13,679 says, "Gas Coal generally goes in train "loads and they get it at a certain time of the year." This remark applies only to coal for large towns, as Birmingham,

the gas coal for smaller towns being required in less quantities cannot be sent in train loads. It is unfair to the public at Bromsgrove, for instance, that the gas company there should pay only 3*s.* 6*d.* per ton for carriage of 500 tons per year while 5*s.* 3*d.* per ton is charged to the public for carriage of 1,000 tons per year of ordinary coals for house and manufacturing consumption. If gas coal is carried at less rates on account of being sent in train loads or on account of it being sent at a certain time of the year, house and manufacturing coal should be carried at the same low rates when sent under the same circumstances over the same distance.

Referring again to reply 13,679 we have not been advised and are now quite unacquainted with the particulars of the rebate given upon quantities going into the Eastern Counties district, so, if we happen to sell our coals to a small dealer there who does not get the rebate we do not derive the benefit of it. We believe that if all special rates for quantities and qualities of coal were at once withdrawn the railway companies would carry increased quantities and the public would secure the benefit of extended competition.

Mr. Allport says the Wingerworth colliery is a small one, which is true, when compared with Clay Cross, Staveley, and other very large collieries, but he states there are 22,000 waggons working 200 collieries on the Midland; this gives 100 waggons to each colliery; we have about 500 private waggons and have a capital of 23,000*l.* in trucks, and give the Midland Company a traffic of about 20,000*l.* per annum, and we therefore think this rebate to the Eastern Counties district ought not to have been kept a secret from us.

I will give another instance of irregularity and unfairness in rates. For many years previous to June 1862 we supplied about 15,000 tons coals per year to the Wingerworth Iron Works, a distance of four miles from our colliery; the Midland rate to us was 9*d.* per ton. At that time the Staveley Company, five miles from the works, was offered a rate of 6*d.* per ton, and in consequence sold their coals at a less price than we could afford, and secured the contract for six months. The Midland Company, after we had complained of the Staveley rate, offered us a rate of 6*d.* per ton, but it was of no use to us when we had lost the contract; before the expiration of the Staveley supply our rate was again advanced to 9*d.* per ton. It was by mere accident that we ascertained the carriage paid by the Staveley Collieries, as the rates of other coal masters are kept back from us; this case shows the necessity of all rates being published or open to inspection by any person trading on the railway.

Mr. Allport denies, in his reply 13,674, that the rate from Clay Cross to Grantham is 5*s.* 4*d.*, while from Swinton to Grantham it is only 4*s.* 4*d.* I have before me the Midland Company's lists from each place, dated 2 March 1863, which confirms my previous statement, and, moreover, shows the rates to 43 other stations to be considerably less from Swinton than from Clay Cross though the latter place is 24 miles nearer the market.

Although there may be cases where the rates over long distances must be low to enable distant collieries to compete, I do not think it fair that collieries 24 miles farther off should have less rates by 1*s.* per ton than are given to us, while every colliery in advance of us has naturally also a less amount of carriage to pay.

4th. As to limiting the Number of Coal Traders.

Referring to the complaint as to confining the sales at Nottingham and Birmingham to merchants of the Midland Company's own choosing, Mr. Allport admits this in his reply 13,682, and gives the quantity of coals sent by us to Nottingham in December 1864 to show that we are not affected by this arrangement. I may state that the rate of 2*s.* 4*d.* per ton charged to us at Nottingham against very much lower rates to the numerous nearer collieries on the Erewash Valley Branch, and particularly against the rate of 9*d.* per ton paid by the Hucknall Company, must prevent us doing much trade there, but we are still of opinion that it is unreasonable for any railway company to limit the number of coal dealers at any station. At Birmingham one of the selected merchants is living at Wirksworth 60 miles off, while a private customer of ours there, who has bought our coals for nearly 20 years, is prohibited from receiving his supply direct from the collieries, though he invariably empties the waggons immediately they arrive in the sidings.

5th. As to Siding Accommodation.

Mr. Allport, in his reply No. 13,680, denies that the Wingerworth Company pay for siding accommodation, but it is, however, true that they are charged not only the full wages of a signalman at their Avenue colliery, who has to perform certain duties fairly chargeable to the Midland Company, but also 5 per cent. on an outlay made by the Wingerworth Company when these sidings were put in, as a fund for keeping them in repair; on the other hand at Clay Cross station very large siding accommodation has since been given to the Clay Cross Company exclusively, and a signalman provided for them without any charge whatever. I have before me letters from Mr. Allport, dated the 16th October and 14th November last, admitting these facts, but insisting on our paying for the accommodation, and I saw Mr. Allport personally on this subject on the 18th November last, when he promised to recommend his directors to relieve us from a portion of these charges, but so far from being advised of the arrangement referred to, of relieving us of half the expense of the signalman's wages, we have lately received a claim for the full amount, as per particulars annexed. We do not complain of these charges if they are reasonable, and object to them only because they are not made uniformly to all coal masters.

Midland Railway.

Private Siding Accounts.

Gentlemen, Derby, February 20, 1866.

These for charges at your siding at Avenue Colliery during 1865.

	£	s.	d.
Say Maintenance - - -	10	14	5
„ Signalling - - -	47	18	11
	58	13	4

I now beg to enclose and shall feel obliged by your remitting the amount as early as convenient.

I am, &c.

Messrs. Wingerworth Coal Company. T. W. Hackett.

I hope these particulars will satisfy the Commissioners that our complaints are not groundless.

I have, &c.

The Secretary, The Royal Commission on Railways. Jno. Ward.

Appendix BX.

Statement by Mr. Milton, of the War Office, as to the Payment to Railway Companies for the Conveyance of Troops.

I am desirous of being permitted to ask the attention of the Commissioners to the rates paid by the public through army votes to the railway companies of this country for the conveyance of officers and soldiers and military horses.

1. *For Officers and Men.*

These rates are fixed by Act of Parliament (7 & 8 Vict. cap. 85. cl. 12, 1844), and are detailed in the annexed schedule A.

The rates were fixed about the years 1842-4, when the railway system was quite in its infancy, and were then considered as representing about the actual cost to the companies of conveying officers and men.

It is submitted that this basis actual cost to the company is the utmost that Government should concede. It is open to Government to take the ground that the public service should be performed free of expense by railway companies, in return for the special powers and privileges granted to them by their Acts, and on the precedent of exemption of troops from turnpike tolls, payments for ferries, bridges, canals, market dues, &c.

Taking, however, the lower ground that Government

should pay the company the amount of the actual cost of conveyance, it is submitted that the experience of 20 years (since 1844) proves that vastly lower fares than those imposed by the Act above cited will bring a profit to the railway companies.

Not to mention the fares by special excursions,* which almost startle one with their scarcely more than nominal charges, the regular services of the public trains are advertised at fares far below the terms *enacted* for the conveyance of the military.

Constantly in Ireland, and occasionally in England, we have found in our army accounts that our *imposed* rates are higher than the public fares, and we positively lose money by being *protected* by legislative enactment.

One or two instances occur to me :—

Croydon to London Bridge, Bradshaw, p. 69.

10½ miles, officers, 1*s.* 10*d.* each; soldiers, 11*d.* each.
civilians, 1*s.* 4*d.* „ ; civilians, 8*d.* „

Streatham Common to London Bridge, L., B., and South C. List, p. 48.

12½ miles, officers, 2*s.* 2*d.* each ; soldiers, 1*s.* 1*d.* each.
civilians, 1*s.* „ ; civilians, 6*d.* „

Kensington to London Bridge, L., B., and South C. List. p. 48.

16½ miles, officers, 2*s.* 10*d.* each ; soldiers, 1*s.* 5*d.* each.
civilians, 1*s.* „ ; civilians, 6*d.* „

Dublin to Oldcastle, Bradshaw, p. 220.

71 miles, officers, 11*s.* 10*d.* each ; soldiers, 5*s.* 11*d.* each.
civilians, 8*s.* „ ; civilians, 4*s.* „

Belfast to Downpatrick, Bradshaw, p. 224.

26¾ miles, officers, 4*s.* 6*d.* each ; soldiers, 2*s.* 3*d.* each.
civilians, 4*s.* „ ; civilians, 1*s.* 9*d.* „

Cork to Youghal, Bradshaw, p. 15.

27 miles, officers, 4*s.* 6*d.* each ; soldiers, 2*s.* 4*d.* each.
civilians, 3*s.* 6*d.* „ ; civilians, 2*s.* „

But the fact that our statutory rates are now vastly beyond what suffices to remunerate the railway companies is proved by the charges for ordinary excursion trains.

An excursion train left London for Liverpool by the Great Northern Railway on the 17th June 1865. It conveyed, say, 45 first-class passengers, and 884 second-class passengers. It brought them back to London on the 21st June 1865. The distance each way is 236 miles. The cost of this excursion at the advertised fares of 21*s.* and 12*s.* 6*d.* was 599*l.* 15*s.*†

Had a regiment of the same strength, 45 officers and 884 men, been conveyed to the same station, and the relieved regiment brought back four days after, the cost to army votes, at the statute or *beneficial* rates, would have been 1,915*l.* 10*s.* 8*d.*, excess 1,315*l.* 15*s.* 8*d.*; yet it is not to be doubted that the 599*l.* 15*s.* received from the excursionists paid a profit to the railway company, so that we may estimate their profit on the relief of this regiment at not less than 1,400*l.*

Again, 3,000 civilians are conveyed by the London, Brighton, and South Coast Railway from London to Portsmouth and back for 525*l.* at the advertised rate of 3*s.* 6*d.* each.

3,000 soldiers proceeding under *compulsory* or statute rates would cost army votes 2,150*l.*, or more than four times as much.

A civilian may go first-class from London and return within 8 days,—	£	s.	d.	Army votes would pay for an officer on duty, same service,—	£	s.	d.
To Aberdeen for - -	6	0	0	- -	9	1	0
„ Edinbro' - - -	5	5	0	- -	6	13	4
„ Inverness - -	6	15	0	- -	9	17	2
„ Newcastle-on-Tyne	4	0	0	- -	4	11	8
„ Cork (including steam-boat) - -	3	0	0	- -	8	11	7

I may, perhaps, add a word regarding daily and annual tickets.

From Streatham Common I go to London Bridge and return the same day for 1*s.* 6*d.* For an officer proceeding on duty, army votes would pay 4*s.* 4*d.*, or nearly three times as much.

By an annual ticket I can go to and fro (same distances) for 10*l.* A YEAR.

For an officer daily so proceeding on duty the annual cost to army votes would be 79*l.* 1*s.* 8*d.*

I submit that the above figures show that the fares payable by the public for the conveyance of officers and soldiers moving on Her Majesty's service might be reduced 50 per cent., and yet leave a profit to the railway companies, viz.,

*Officers 1*d.* a mile in lieu of 2*d.*
Soldiers ½*d.* a mile in lieu of 1*d.*

Taking our annual payments to railways as between 60,000*l.* and 80,000*l.* a year, this would be a saving of from 30,000*l.* to 40,000*l.* a year on the army alone.

2. *For Horses.*

The charges for the conveyance of military horses by railway are not fixed by Parliamentary enactment, but by agreements entered into with the chief lines of railway in 1844.

They are about equal, for a single horse, to the fares charged to the public generally, but as most of the railway companies allow a large deduction for two or more horses, being the same property, the charges for military horses moved in parties become excessive.

Thus for three horses the following are the amounts charged to the public as compared with the sums paid by army votes. I have added a column showing the cost at the rate that I would propose, viz., 2*d.* a mile.

—	3 private horses at advertised rates.			3 military horses at present rates.			3 military horses at proposed rate.		
	£	s.	d.	£	s.	d.	£	s.	d.
London to Chatham -	1	0	0	1	14	0	0	17	0
„ Dover - -	2	12	8	3	8	3	1	19	0
„ Ipswich -	2	11	0	2	19	6	1	14	0
„ Cambridge	2	3	6	2	11	6	1	9	6
„ Edinbro' -	10	0	0	15	0	0	10	0	0
„ Aldershot -	1	0	0	2	10	0	1	5	0
„ Brighton -	1	14	0	2	11	0	1	5	6
	21	1	2	30	14	3	18	10	0

I submit that it might fairly be enacted that all railways should convey military horses at 2*d.* a mile each, irrespective of the numbers conveyed or the total length of the journey.

J. MILTON,
Assistant Acct.-Gen.

War Office,
22nd March 1866.

A.

TERMS for CONVEYANCE OF MILITARY under Clause 12 of the Act 7 & 8 Vict. cap. 85.

" Not exceeding 2*d.* a mile for each commissioned officer proceeding on duty ; such officer being entitled to conveyance in a first-class carriage.

" Not exceeding 1*d.* a mile for each soldier, marine, or private of militia, or police force ; also for each wife, widow, or child above 12 years of age of a soldier, ... being conveyed in carriages which shall be provided with seats with sufficient space . . . and which shall be protected against the weather.

" Every officer conveyed shall be entitled to take with him 1 cwt. of personal luggage without extra charge, and every soldier, &c., half 1 cwt. of personal luggage without extra charge ; all excess of the above weights of personal luggage being paid for at the rate of not more than one halfpenny per lb."

TERMS for the CONVEYANCE of HORSES by Railway under arrangements with the several Railway Companies.

For any distance not exceeding 50 miles 4*d.* per mile for each horse
„ beyond 50 and not exceeding 100 miles } 3½*d.* do. do.
„ beyond 100 miles - 3*d.* do. do,

(*See* War Office Regulations for Railways, June 5th 1846, page 9.)

* *e. g.*, the conveyance of Volunteers to Brighton and back (102 miles) for 1*s.* 6*d.*, or 18*d.* against 204*d.* army votes, or 1 to 11⅓.

† The Great Western Easter excursions for this year are on just as cheap a scale—Liverpool 21*s.* and 12*s.* 6*d.*, &c., &c.

* It would be as well if these terms were amplified to include members of the civil departments of the army, in fact all who travel at the expense of army votes.

Appendix BY.

Statements in reference to Excursion Trains in Ireland.

To the Directors and Shareholders of the Great Southern and Western Railway.

Fontstown Glebe, Kildare,
February 9th, 1866.

Gentlemen,

Your Company, in the month of September last, having offered to carry parties of over 30 passengers from any station on their line to Dublin and back, at the low charge of ½*d.* the double mile, third class, ¾*d.* do., second class, and 1*d.* do. first class (these are the fares proposed by Mr. Galt for the general traffic in Ireland), with the proviso that they all went by the same train and returned by the same train, it occurred to me that an experiment might be made as to whether low fares would pay in this country.

Accordingly I organized a number of trains from different stations as given in the annexed Table, and the results are now before you, to judge whether the experiment has succeeded or not. You will bear in mind that these trains were running weekly from the same towns. I had no conception before of the number of people who had never been in a railway carriage, I am quite safe in saying two-thirds of our population. Now I hold it to be part of your business to educate, if I may so term it, this class of people to travel, by offering them every inducement to do so. I live within 30 miles of Dublin, and more than half of the excursionists from this neighbourhood had never before been in a railway carriage or in Dublin, and yet many of them went twice and three times afterwards by these excursion trains.

It may be said that only for the International Exhibition these trains would have been a failure. Undoubtedly the Exhibition has been a great inducement to many to go to Dublin; but so confident am I that periodical cheap trains would pay, that I have no objection, as an experiment, to guarantee your company a minimum of three hundred passengers, fortnightly, from the 31st of March to the 1st of November, by special cheap trains from Carlow to Dublin, calling at intermediate stations up to Newbridge, at the fares mentioned above.

Again, it is often urged that cheap trains, though apparently profitable, are really not so, as they take away a good deal from the general traffic. My answer to this is, that business men avoid cheap trains, and no luggage is allowed with these trains. But what I conceive to be the strongest argument against this fallacy is the great *increase* of excursion trains on all the English lines of railway. Surely directors and traffic managers in England would not be increasing the number of excursion trains, and, at the same time, lowering the fares by them, if they did not think they paid.

In conclusion, gentlemen, I believe you altogether overlook the fact, that in Ireland the great majority of your passengers are, and *ought to be*, Third Class. You may depend upon it they are the class that ought to be encouraged, instead of, as at present, every obstacle being thrown in their way,—the greatest obstacle of all the withholding from them the return ticket at a fare and a half. It is marvellous to me how such an injustice as this has been so long permitted to exist. The wealthy man—the man who can afford to pay—gets 25 per cent. returned to him on his double ticket fare, and the poor, hardworking farmer or peasant has to pay for the double journey without any deduction. I appeal to you to do away with this injustice. Give return tickets to your third-class passengers; attach third-class carriages to all your trains except mail trains; and give periodical cheap trains at low fares; and I venture to predict increasing receipts and rising dividends.

I remain, &c.

Richard W. Bagot, Clerk.

Tabular Return of Cheap Trains to Dublin, on the Great Southern and Western Railway, organized during the Autumn of 1865, by the Rev. R. W. Bagot.

Date.	Carlow. *Return Fares.* 1st Cl. 5*s.* 3rd Cl. 2*s.* 6*d.*				Athy. *Return Fares.* 1st Cl. 4*s.* 3rd Cl. 2*s.*				Kildare and Newbridge. *Return Fares.* 1st Cl. 2*s.* 8*d.* 3rd Cl. 1*s.* 4*d.*				Sallins. *Return Fares.* 1st Cl. 1*s.* 8*d.* 3rd Cl. 10*d.*				Mary-borough. *Return Fares.* 1st Cl. 4*s.* 4*d.* 3rd Cl. 2*s.* 2*d.*				Portarling-ton. *Return Fares.* 1st Cl. 3*s.* 8*d.* 3rd Cl. 1*s.* 10*d.*				Monastere-van. *Return Fares.* 1st Cl. 3*s.* 4*d.* 3rd Cl. 1*s.* 8*d.*				No. of Passen-gers.	Amount paid to Railway Company.		Miles with Pas-sengers.	Rate per Run-ning Mile, go-ing and return-ing.	
	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*	No.	£	*s.*	*d.*		£	*s.*	*d.*		*s.*	*d.*
Sept. 21 -	—	—			329	30	16	10½	195	12	3	0	—	—			—	—			—	—			—	—			524	43	0	7½	90	8	7½
„ 28 -	—	—			323	30	5	7½	331	20	13	9	470	17	12	6	—	—			—	—			—	—			1,124	68	11	10½	153	9	0
Oct. 6 -	—	—			325	30	9	4½	210	13	2	6	—	—			—	—			—	—			—	—			535	43	11	10½	135	6	5½
„ 10 -	—	—			—	—			—	—			656	28	8	6	226	25	12	2	278	26	12	0	—	—			1,160	80	12	8	137	11	9½
„ 13 -	311	38	10	0	212	21	5	7½	743	50	5	0	—	—			—	—			—	—			—	—			1,266	110	0	7½	198	11	1½
„ 17 -	—	—			—	—			—	—			486	19	4	0	193	20	18	7½	256	24	10	0	199	16	13	0	1,134	81	5	7½	137	11	10½
„ 20 -	395	51	9	0	227	24	1	10½	444	30	0	0	—	—			—	—			—	—			—	—			1,066	105	10	10½	198	10	7½
„ 24 -	—	—			—	—			—	—			361	15	2	5	197	22	14	9	214	20	14	9	156	12	0	6	928	70	12	5	102	14	0
„ 27 -	390	51	4	4	172	17	12	6	371	25	13	9	—	—			—	—			—	—			—	—			933	94	10	7	198	9	6
Nov. 1 -	374	43	12	8	230	21	11	3	638	39	17	6	715	26	16	3	—	—			—	—			—	—			1,957	131	17	8	234	11	3
„ 9 -	177	24	12	4	168	17	18	1	299	19	15	0	127	5	8	9	—	—			—	—			—	—			771	67	14	2	193	7	0
„ 23 -	124	18	18	0	70	11	0	7	163	12	14	2	—	—			—	—			—	—			—	—			357	42	12	9	112	7	7
Totals -	1,771	228	6	4	2,056	205	1	9½	3,394	224	5	5	2,815	112	12	5	616	69	5	6½	748	71	16	9	355	28	13	6	11,032	940	6	9	1,887	10	0 average

* N.B.—The ticket fares mentioned above include collectors' commission, which varied from 1*d.* to 2*d.* per ticket.

Total number of passengers, 11,032. Total number of miles travelled over by trains carrying passengers both going and returning, 1,887, which divided into the total sum paid to Railway Company (viz., 940*l.* 6*s.* 9*d.*), gives an average of 10*s.* per mile.

On reference to the Railway Commission Blue Book just published it will be found, in reply to questions (4,653) in Mr. William Haughton's evidence, and (7,353) in Mr. Galt's evidence, they both concur in estimating the running expense per mile of a train at 2*s.* 7*d.* Mr. Forbes' reply to question (1,609) estimates it still less,—2*s.* 3*d.* Taking 2*s.* 7*d.* as a basis, it will be found that the Railway Company had 700*l.* clear profit over and above all expenses on these trains.

Great Southern and Western Railway.

Traffic Superintendent's Office,
Kingsbridge Terminus, Dublin,
5th April 1866.

Sir,

Referring to your letter of the 20th February last, covering one from the Rev. Mr. Bagot addressed to the directors of this Company, I have been instructed to forward the enclosed remarks for the information of the Commissioners, and which the directors have deemed it expedient to have prepared, in consequence of the continued publicity which Mr. Bagot is giving to the views he entertains in regard to the value, to the Company, of the running of very cheap excursion trains.

I have, &c.

Geo. Edw. Ilbery.

Wm. Pole, Esq.,
&c. &c. &c.
Railway Commission,
House of Lords,
Westminster, S.W.

Great Southern and Western Railway, Ireland.

Mr. Bagot gives the average earnings per the running mile of his excursion trains to be 10*s.*, and the cost of working them to be 2*s.* 7*d.* *per mile*. These earnings may be taken as correct, so far as the mileage of the trains *when loaded*, but as each excursion train necessitated the running of four *trains*, two loaded and two empty, the cost must be taken at 5*s.* 2*d.* for each mile the train ran *loaded*, and as in some instances two engines were required for working these trains, an additional sum should be added, say 4*d.* per mile, and this would bring the cost to be nearer 5*s.* 6*d.* per loaded mile, than 2*s.* 7*d.* as given by Mr. Bagot.

Mr. Bagot shows a profit to the company upon his 12 excursion trains of 700*l.* This supposed surplus is open to considerable reduction, as already shown, but in addition there is to be considered the interference with the ordinary traffic. For example, commencing at the minimum, an abstraction of 1 *per cent. in number*, is equal to an abstraction of 75 *per cent. in cash*, owing to the 75 *per cent.* reduction in fares. In dealing, therefore, with the excursion traffic of 12 trains, it may be fairly estimated that there

has been an abstraction of at least 10 per cent. from the ordinary trains.

	£
Gross receipts of Mr. Bagot's 12 trains -	940
Less 10 per cent. in number (1,100) abstracted from ordinary trains, and which in money represents - - - - -	376
	564
Expenses; train mileage 1,887 miles at 5*s.* 6*d.*	519
Net profit - - - -	45

Mr. Bagot appears to assume that, because at the reduced fares, certain receipts were realized for 12 excursion trains, run at a period when such traffic was most favourably influenced by unusually fine weather, together with the admitted attractions of the Dublin Exhibition, that therefore, if the same reduced fares were continued, the same results would follow throughout the year, and without so special an attraction as the Exhibition.

The various results of excursion trains have been known to the company long prior to Mr. Bagot's experience, and the company have had excursion trains producing not only 10*s.* but ranging from 10*s.* up to 3*l.* the running mile loaded, at periods of very fine weather, whereas at other periods, the trains between the same stations have ranged as low as 2*s.* the running mile loaded. Again, as regards the actual earnings taken by excursion trains at various scales of low fares, it has been ascertained on several occasions that both the up and down ordinary traffic between such stations as were served by the excursion trains decrease to an extent from 10 to 25 per cent. on the number of passengers, and from 15 to 40 per cent. in cash, not to mention the special expenses, and *risk* of *accidents* attending on all excursion trains; and, as an example, it may here be mentioned that in one instance this company had to pay upwards of 900*l.* to a passenger in one of the excursion trains, who fell into the ashpit at one of the stations, though every precaution was taken beforehand to try and prevent such an accident from occurring.

The *bonâ fide* money value of Mr. Bagot's guarantee cannot be recognized, unless accompanied by an additional covenant to the effect that the regular traffic would not be reduced by being drafted, which drafting of traffic would not alone be confined to the four stations named, but in all probability would extend to both Bagnalstown and Kilkenny and other stations south of Carlow, as well as north of Newbridge. Reducing Mr. Bagot's guarantee of 300 passengers into cash, and apportioning said 300 passengers equally, the figures would stand at 75 passengers from each of the four stations, gross amount 26*l.* 17*s.* 6*d.*, which on 112 miles from Carlow to Dublin and back produces 4*s.* 9½*d.* the running mile with loaded traffic.

As regards the statement that business men avoid cheap trains, it can never for a moment be admitted that reductions in fares from 1*d.* down to ½*d.* per mile, which is 75 per cent. (being the reduction proposed), would not attract business men, no matter whether they patronize second or third class carriages, and more particularly when (under a public notice) it became generally known that excursion trains at such fares would be periodically run during seven months.

As to the statement that the non-allowance of luggage is a further barrier to business men, it is very well known that a large majority of third class, and a considerable portion of second class passengers, have little or no luggage beyond hand articles even by the ordinary trains, and, taking luggage van accommodation as a proof of this, if every passenger had but one article of ordinary sized luggage the vans now attached to trains could not hold the extra quantity.

Dublin, 5th April 1866.

Appendix BZ.

Statement from the Irish Railway Clearing House, on the Subject of Sea Risks between Great Britain and Ireland.

Irish Railway Clearing House,
5, Kildare Street, Dublin,
5th April 1866.

Sir,

In the course of the evidence taken by the Royal Commission on Railways, attention has been drawn to the very serious risk and disadvantage sustained by railway companies consequent upon the present state of the law as to their liability for the sea portion of the journey in the conveyance of traffic booked through by them between Great Britain and Ireland.

The subject has from time to time had the anxious consideration of the carrying companies concerned, and in the expectation that it will have a place in the report of the Royal Commission, I am requested by the committee of the Irish Clearing House, representing upwards of 60 railway and steam packet companies, &c. (list enclosed) to forward for the information of the Commission, copy of a statement submitted to the Board of Trade, 5th of May last, on this question, and Draft of a Bill subsequently drawn by counsel on instructions from the clearing house committee, embodying the principle that for the water portion of the journey the liability of the railway company which books the traffic shall be the same as that of shipowners in the conveyance of traffic from port to port only.

I am further to express the earnest hope of the committee that the Royal Commissioners may in their good judgment see fit to recommend that legislative sanction may be given to some such measure as that, the draft of which I have the honour to enclose.

I am, &c.
J. W. Elwin.

W. Pole, Esq.

Parties to the Irish Railway Clearing House.
(23 Vict. c. 29.)

Bagnalstown and Wexford Railway Company.
Belfast and County Down Railway Company.
Belfast and Northern Counties Railway Company.
Belfast Steam Ship Company.
Bridgewater Canal Trust.
Burns, G. and J.
Carrickfergus and Larne Railway Company.
Cheshire Midland Railway Company.
City of Dublin Steam Packet Company.
Clyde Shipping Company.
Cork and Bandon Railway Company.
Cork, Blackrock, and Passage Railway Company.
Cork Citizens' River Steamers Company.
Cork and Kinsale Junction Railway Company.
Cork and Limerick Direct Railway Company.
Cork Steam Ship Company.
Dublin and Belfast Junction Railway Company.
Dublin and Drogheda Railway Company.
Dublin and Glasgow Steam Packet Company.
Dublin and Liverpool Screw Steam Ship Company.
Dublin and Meath Railway Company.
Dublin, Wicklow, and Wexford Railway Company.
Finn Valley Railway Company.
Fishbourne, J.
Garston and Liverpool Railway Committee.
Glasgow and Londonderry Steam Packet Company.
Grand Canal Company.
Great Northern Railway Company.
Great Northern and Western Railway Company.
Great Southern and Western Railway Company.
Great Western Railway Company.
Henderson, R., and Son.
Irish North-western Railway Company.
Kemp and Company.
Kilkenny Junction Railway Company.
Lancashire and Yorkshire Railway Company.
Limerick and Castleconnell Railway Company.
Limerick and Ennis Railway Company.
Limerick and Foynes Railway Company.
Liverpool and Dublin Steam Navigation Company
London and North-western Railway Company.
Londonderry and Coleraine Railway Company.
Londonderry and Enniskillen Railway Company.
Lough Erne Steam Boat Company.
MacConnell and Laird.
Manchester, Sheffield, and Lincolnshire Railway Company.
Manchester, South Junction, and Altrincham Railway Company.
Midland Railway Company.
Midland Great Western Railway Company.
Newry and Armagh Railway Company.
Newry, Warrenpoint, and Rostrevor Railway Company.

North British Railway Company.
Oldham, Ashton-under-Lyne, and Guide Bridge Railway Company.
Passenger Assurance Company.
Stockport and Woodley Junction Railway Company.
Ulster Railway Company.
Waterford and Kilkenny Railway Company.
Waterford and Limerick Railway Company.
Waterford and Tramore Railway Company.
Waterford Steam Ship Company.
West Cork Railway Company.

5, Kildare Street, Dublin,
January 1866.

SEA RISK.

COPY of STATEMENT submitted to BOARD of TRADE, 5th May 1865.

The system of conveying traffic at through rates between Great Britain and Ireland affords unquestionable facilities and many other advantages to the public; tends much to develop intercourse and traffic generally between the two countries; and is certainly not without its conveniences also to the carriers thereof.

A serious drawback, however, greatly retards the extension of the system, and this the Government is asked to remedy.

It is that a railway company on either side of the channel, booking traffic at through rates to Great Britain or Ireland, as the case may be, is considered to be liable for its safe carriage throughout, to the same extent and on the same conditions as if the whole of the journey were by land.

This course of traffic doubtless did not occur to those who prepared the legal enactments regulating the liability of carriers, but it is now found that much greater freedom in meeting the public requirements would follow, were the liabilities of railway companies receiving and forwarding cross-channel traffic at through rates declared by the legislature to be the same, so far as the sea passage is concerned, as those of shipowners on traffic conveyed between port and port only.

The committee of the Irish clearing house, representing nearly 50* railway and steam packet companies, therefore, respectfully press upon the consideration of the president of the Board of Trade, that a Bill be introduced by Government into Parliament to place railway companies booking through in connexion with steam packet companies, or working their own vessels, in the same position as shipowners, as regards liability for sea risk.

The presence with the deputation from the clearing house of delegates from the Irish Steam Ship Association, to which 16 steam ship companies or owners are parties, is to testify the concurrence of that association in, and their cordial support of, these views.

The deputation would have been, moreover, accompanied by no inconsiderable number of members of both Houses of Parliament, had not the committee of the clearing house, with confidence, considered that the commercial desirability of the object sought would sufficiently commend itself to the president of the Board of Trade, without the aid of any extraneous influences.

(Signed) GEORGE HANDCOCK,
Chairman.
J. W. ELWIN,
Secretary,
Irish Clearing House.

(Draft.)

A BILL to extend some of the Provisions of the Merchants Shipping Act, 1854, to Railway (and other) Companies.

WHEREAS several railway companies in the United Kingdom of Great Britain and Ireland are now, and for some time have been, in the habit of entering into contracts for the carriage or conveyance of passengers, horses, cattle, or other animals, merchandise, goods, and chattels, from some place upon or near to the line of railway of such contracting company to an ultimate place of destination beyond the limits of the railway belonging to such contracting company, such carriage or conveyance to be partly by land and partly by sea:

And whereas the entering by said companies into such contracts has been found to afford very considerable accommodation and convenience to the public by enabling them to travel, and to send such horses, cattle, or other animals, merchandise, goods, and chattels, to such ultimate place of destination (water carriage included) without the necessity of entering into separate contracts with separate companies or persons:

And whereas doubts exist as to the exact liability of such contracting company or companies to the person or persons with whom they may have entered into any such contract as aforesaid in the event of any damage, loss, or accident being sustained by or occurring to any such passenger, horse, cattle, or other animal, merchandise, goods, or chattels, while the same respectively are being carried by sea in pursuance or fulfilment of any such contract as aforesaid:

And whereas it is expedient that such doubts should be removed:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. From and after the passing of this Act if any railway company, incorporated by Act of Parliament, shall enter into any contract or contracts with any person or persons whomsoever, or with any corporation or body corporate, for the carriage or conveyance of any such contracting person or persons or of any other person or persons, or for the carriage or conveyance of any horse or horses, cattle or other animals or animal, merchandise, goods, or chattels, from any place or places upon or near to the line of such contracting company to an ultimate place of destination beyond the limits of the railway of such contracting company, such carriage or conveyance to be partly by land and partly by sea, and if any damage, loss, or accident whatsoever shall be sustained by or occur to any such passenger, horse or horses, cattle or other animals, merchandise, goods, or chattels, while the same or any or either of them are being carried by sea in pursuance or fulfilment of any such contract, then and in every such case the liability (if any) of any such contracting company in respect of any such damage, loss, or accident, shall in all respects be the same as would (in the absence of special contract) by law attach to any such contracting company if such company had, at the time of entering into any such contract as aforesaid, been incorporated solely for the carriage of passengers, horses, cattle, or other animals, merchandise, goods, and chattels, by sea, and being so incorporated were at the time last aforesaid the owners of the vessel or vessels, steamer or steamers, in or on board of which such damage, loss, or accident had been sustained or incurred (as such owners) had only contracted to perform the sea portion of such carriage or conveyance as aforesaid.

2. That it shall and may be lawful for any such contracting company as aforesaid to enter into all or any such special conditions or agreements in respect of the portion of any such contract to be performed *by sea* as such contracting company might at the time of entering into any such contract lawfully enter into in case such contracting company at the time last aforesaid had been incorporated solely for the carriage of passengers, horses, cattle, or other animals, merchandise, goods, and chattels, by sea, and (as such) were the owners of the vessels or vessel, steamers or steamer, by or on board of which the sea portion of any such contract should be performed.

3. That for the purposes of this Act the following sections of "The Merchants Shipping Act, 1854," shall be incorporated herewith, namely, the sections from section 502 to section 516, both inclusive.

4. That the provisions of this Act shall apply, whether the vessel or vessels, steamer or steamers, in or on board of which any such damage, loss, or accident as aforesaid, shall have been sustained or incurred, shall or shall not be the property of any such contracting company as aforesaid.

5. That nothing herein contained shall alter, modify, or in anywise affect the liability of any such contracting company as aforesaid in respect of the portion or portions of any such contract as aforesaid as shall be performed by land.

* The number of companies is now (1866) upwards of 60.

APPENDIX CA.

RULES drawn up by the CONGRESS of GERMAN RAILWAY ENGINEERS held at BERLIN in February 1850, and revised and amplified at the CONGRESS of GERMAN RAILWAY ENGINEERS held at VIENNA in May 1857, for regulating the CONSTRUCTION and WORKING of and the CONVEYANCE upon the RAILWAYS in AUSTRIA, PRUSSIA, and the GERMAN STATES according to uniform principles.*

REGULATIONS for the CONSTRUCTION of RAILWAYS and WORKING STOCK.

The Measurements are computed in English Feet.

A.—CONSTRUCTION OF RAILWAY.

1. All railways not intended to remain mere branch lines must be so constructed as to allow for laying down a double line of rails.

2. *Breadth of Roadway.*—The roadway should not be less than 24 feet 9 inches in horizontal width on railways where it is intended to lay two lines of rails; and on railways where one line of rails only is intended to be laid, the roadway should be 15 feet 6 inches in horizontal width.

3. *Gradients and Curves.*—The gradients, as a rule, should not exceed in level districts 1 in 200, in hilly districts 1 in 100, in mountainous districts 1 in 40.

4. The radius of curves should, if possible, not be less in level districts than 3,600 feet, in hilly districts than 2,000 feet. This, in special cases, may be reduced to 1,200 feet.

In mountainous districts, as a rule, the radius should not be less than 1,200 feet; in exceptional cases, however, it may be reduced to 600 feet, but not less.

Two curves bending in opposite directions should be connected by a straight portion of railway, at least of the length of a train. When gradients occur on a curved portion of railway, both should be eased as far as possible.

5. Stations should always be placed on a length of horizontal line, which in hilly districts should be at least 1,800 feet in length, and in mountainous districts at least 600 feet in length.

In both level and hilly districts there must also be at stations a portion of line perfectly straight, of not less than 600 feet in length.

6. The formation level of the railway should be so drained that the water level shall be below the point to which the most searching frost will penetrate. When necessary the water would be received into tanks excavated to this depth underground, from which it would be carried off by means of sufficient drains isolated from the foundations.

7. Below the ballasting of the road there must always be complete drainage towards the sides of the railway.

It is desirable that the outer parts of embankments should be composed of materials which allow of rapid percolation.

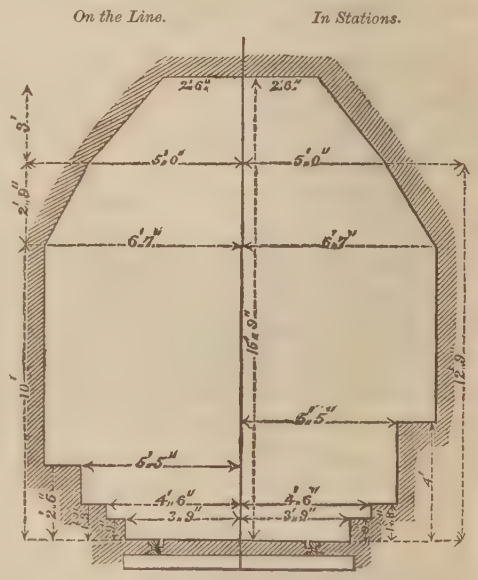
8. In laying out a railway, great attention should be given to its protection against snowdrifts.

Banks and plantations of a moderate breadth and distance from the railroad are methods found very applicable according to the locality.

9. The gauge of rails must be 4 feet 8½ inches.

10. In double lines, the centre of one line of rails should not be less than 11 feet 4 inches from the centre of the other line of rails.

11. The smallest width allowed between the rails and standing works in stations, and on other parts of the line, is shown in the accompanying sketch. *See top of next column.*



12. There must be a clear height of 15 feet 9 inches above the space between the rails.

13. The fixed portions of the spouts of the water cranes sha be at least 9 feet 4 inches above the top of the rails.

14. The rails should consist of approved iron, and, as a rule, each rail should not be less than 18 feet long.

15. The top of the flange of the rails should not be less than 2¼ inches broad, and should have a curved surface, the radius of which should be between 5 and 7 inches.

16. The height of the rails should not be less than 4½ inches.

17. The heaviest weight which any one wheel of a carriage should place upon a rail should not exceed 130 Zoll. centners (128 cwts).

18. The rails should be inclined inwards, with an inclination of $\frac{1}{20}$ of the height of the rail.

19. The surfaces of both rails of a line should on straight portions of line be on a level.

On curves the super-elevation of the outer rail should be so adjusted with reference to the speed of the train as to prevent the rim of the rail from being damaged by the revolutions of the wheel.

20. In curves of more than 2,000 feet in diameter there must be no enlargement of the gauge.

In sharp curves one inch must be the extent of the enlargement.

21. The ends of the rails must be cut square and even, so as to butt well at the joints.

22. The fastenings of the rails are to rest either in chairs, or, where broad-based (contractor's) rails are used, on flat supports.

23. The joints of the rails of a line should, as a rule, be laid opposite one another.

24. The fastenings of the joints must allow for variations in the temperature.

The fastening of joints of broad-based rails by means of dog-spikes or wood-screws ought not to be adopted on main lines.

25. For fastening broad-based rails at the joints, a fish-plate with four screw bolts is recommended.

26. The fish-joint is also recommended for double-headed rails fitted to chairs.

27. The best supports for rails are of wood, permeated by a substance which protects it from decay.

28. The system of cross sleepers is absolutely to be preferred to that of longitudinal sleepers.

29. Those sleepers placed under the joints of the rails should be of a greater width than intermediate sleepers.

30. Those sleepers next to the joint sleepers should be placed so near to them as to afford at all times a complete support.

31. Where, in exceptional cases, longitudinal sleepers are made use of, they should be tied to the adjacent

* Reprinted from the Appendix to Capt. Galton's "Report to the Lords of the Committee of Privy Council for Trade and Foreign Plantations of the Proceedings of the Department relating to Railways for the Year 1857."

sleepers, at least at the joints, so that the gauge may not alter.

32. Stone blocks are only admissible in new lines, in cuttings.

33. Stone blocks are to be placed on embankments only when the embankments have been in use for five years.

34. In slight curves, such as of 2,500 feet, the stone blocks under the joints of adjacent rails, and in the middle of the rail, must be fastened to each other by ties to prevent any variation in the gauge.

In flatter curves and straight lines this fastening is not necessary, if the ballast is firm, plentiful, and well packed.

35. Between the stone blocks and the rails there should be some elastic material which may be depended upon for preserving its elasticity.

36. The ballast ought to be at least eight inches thick under the sleepers, as well as under stone blocks,

37. The ballast should be of such a quality as neither to be thoroughly soaked by a continuance of damp, nor yet destroyed by frost.

38. Bridges should, except when very much on the skew, be of stone or of good bricks. These materials are preferable to all others.

39. Wooden bridges are not allowed. In iron bridges those portions of the roadway of the bridge to be run over by trains must consist of rolled or hammered iron.

40. *Level Crossings.*—The angles at which roads cross the railway must not be less than 30 degrees.

41. For level crossings of roads the channel for the flange should be 2⅜ inches broad and at least 1½ inch deep. No portion of the road between the rails should project above this channel.

42. These channels are to be so constructed that cattle should not entangle their hoofs in them.

43. Level crossings of high roads should be of such a width that the waggons and the team may be in a straight line and on a level before the draught animals attached to the pole reach the rails.

44. The filling in between the rails must be level.

45. At level crossings and in stations the introduction of what are called *safety rails* is inadmissible.

46. Railways are to be provided with distance posts: 100 of such posts making one mile (German).

47. Every change in the inclination of the road is to be designated by gradient indicators.

B.—STATIONS.

48. If two lines under a different management meet together, and a complete junction is impossible, the stations should be placed near together and on similar levels.

Between both these termini, especially between the goods station, convenient junction rails should be laid down. A deviation from this rule militates against the object of railways.

49. Where branch lines separate from main lines, a station common to the main and branch lines is peculiarly desirable.

As a rule it would be well to arrange that the station should be placed between the two lines, and that the platforms on either side should have direct communication with one another.

The roofing over of the platform, or the erection of porches there, is urgently recommended.

50. Principal stations are to be avoided as much as possible. This applies to joint stations as well as to stations at junctions.

51. There are three desiderata for intermediate stations:—

(*a.*) Trains running in opposite directions should be able to be turned out of each other's way.

(*b.*) Trains which do not stop should be able to run through the station without danger at a speed of 20 feet in the second (14 English miles per hour).

(*c.*) Trains should never be unnecessarily turned through facing points and cross-over roads.

These requirements can only be completely carried out upon lines which have a double line of rails.

On single lines points and crossings should only be placed where necessary to allow one train to pass another, and then should be passed over by only one of the trains in question.

The intermediate stations should in all cases be arranged as for a double line.

52. There should be at every intermediate station besides the main lines of rails at least a third and room for a fourth line of rails.

53. The drainage of stations on the level ground can only be accomplished by means of subterraneous channels. At all events, the question of drainage and of deep channels out of the reach of the rails should be a subject for consideration.

54. The stations should be enclosed, but a means of exit from the platform must be provided.

55. In stations the rail may be crossed without danger when the train is stopping.

56. In the more important stations those departments which pertain to passenger traffic should be separated from those which pertain to goods and merchandise.

There is a distinct service of trains for passengers and goods both in arriving and departing. It is, however, to be so arranged that a general superintendence is not to be lost sight of, and that the service of mixed trains be worked without any great waste of time and labour. Arrangements which tend to expedite the transmission and forwarding of goods by mail trains are desirable.

57. The smallest distance from centre to centre of the lines ought not to be less than 14 feet; 12 feet, however, has been permitted.

58. *Sidings.*—Where very long trains are in the habit of passing one another the sidings may be placed outside the station.

59. All cross-over roads, or switches leading into sidings crossed over by whole trains, should be laid down with radii of not less than 600 feet. It is desirable that in the case of facing points at stations for through trains the radii should be 1,000 feet.

Where S curves occur there should be a straight line between the curves.

60. The raising of the outer rail in the curves in sidings is not necessary.

The gauge in curves may be widened to the amount of one inch.

61. Self-acting points may be used in places passed over by whole trains; they must, however, be placed under special surveillance.

62. For switches and points, those with moveable tongues are the best. The heads of the tongues must be at least four inches deep, and so made that the inner side of the rim of the wheel can never disturb the tongues.

63. Switches with moveable rails (called contractor's points) should not be used in lines over which through trains run.

64. Three throw switches on a main line are to be avoided.

65. *Facing Points* on lines traversed by trains are to be as few in number as possible.

66. *Turn-tables and Sliding Platforms.*—In all engine stations at least one turn-table is necessary; this must be large enough to allow the engine and tender coupled together to be turned round, for which purpose at least 38 feet are required.

67. The main bearer of a turn-table for engines should be constructed of hammered iron.

68. Sliding platforms for engines should be constructed of hammered iron.

Wooden sliding platforms are permissible; the pit should not be more than 18 inches deep.

69. Turn-tables and sliding platforms with depressed rails are not allowable on lines traversed by trains.

70. High platforms are no longer to be erected.

71. The height of the platform should not exceed 18 inches, so that the axles can be greased and looked to.

72. If the carriages have well-arranged steps, there need not be any platforms at small stations and stopping places.

73. Wherever trains stop there should be, near the platform, water-closets and urinals conspicuously indicated; in cleaning them great care should be exercised. An uninterrupted flow of water in the urinals is to be recommended.

Passenger Stations.—There should be roofed-in buildings for the accommodation of passenger trains, both arriving and departing.

In these stations, three, or still better, four or five lines of rails should be laid down, so that reserve carriages or other carriages prepared to start may be in readiness.

74. *Station Accommodation for the Public.*—In the passenger stations the following accommodation is requisite.

A roomy entrance hall opening to the street; this hall should communicate with the ticket and luggage offices, and with at least two waiting and refreshment rooms. In the building there should also be an office for the station superintendent, a telegraph office, and a room for the guards. The waiting rooms and the lug-

gage offices must have a direct communication with the departure platform.

In the building itself, or in its immediate neighbourhood, water-closets should be erected.

75. The platforms in the stations are to be at least 18 feet broad.

If there be any pillars, these pillars should be at least 9 feet 5 inches from the nearest line of rails. On the arrival side of the station there should be the office for the delivery of baggage, and, if necessary, the custom house examination department. On this side covered waiting rooms are necessary.

76. Covered platforms adjoining the station serve for other arrangements.

77. The name of the station should be painted in large capital letters, which can be seen from the platform.

It is convenient also that the distance from the nearest important station should be also distinctly painted up.

78. The clocks of important stations must be visible from the roads leading to the station, and also from trains as they stop.

79. In every station there should be a place adapted for the safe keeping of a fire engine.

80. In every station where there is but one watering tank, a cistern for reserve water should be provided for special requirements.

81. The water pipes from the water cisterns to the water crane should be at least 6 inches in diameter.

82. The water should be always able to be drained from the waste pipes.

83. The pit to receive the ashes of engines is to be so situated on main lines that the work of clearing out can be done whilst the engine is taking in water and fuel.

84. Docks for cattle and carriages should be constructed with ramps of an inclination of 1 in 12, and so placed that the trucks can be laden either on the sides or at the ends.

85. *Locomotive Sheds.*—Locomotives in use must be separated from those not in use. Each engine should be so placed that access can be had to all sides, and the shed should be lighted with large windows down to the ground. Between the rails pits 2½ to 3¾ feet deep are to be sunk, with steps at each end; these pits are to be properly drained.

86. One doorway should be supplied, at least 15 feet 9 inches high and 11 feet wide, for every two engines at least.

87. Well-drained ashpits should be placed in front of the shops for engines in use.

88. There should be in the sheds a tank for warm water about 17 feet above the ground, which should be capable of being put in connexion with the engines by means of a moveable tube.

Water cranes between every two doors, either in the building or outside, are desirable.

89. Wooden parts of the roof above the place occupied by the chimney must be at least 19 feet above the rails.

90. Openings or windows in the roof must be provided for the escape of smoke.

91. If the locomotive shed is not near a repairing shop, there must be joined to it a smith's shop and store for iron, oil, and other materials, as well as a room for the engine-driver and stoker.

92. Sheds for passenger carriages must be so placed and arranged that the trains can be made up from them with as little trouble and shunting as possible.

93. The distance of the rails from centre to centre should not be less than 14½ feet.

94. The width of the doors should not be less than 11 feet, and the height than 13 feet.

95. The most convenient form for goods sheds in roadside stations is a long building, on one side of which lies the railway, and on the other a passage. Doors are provided on both sides, and in the centre is a raised platform of the height of the floor of the waggons to be loaded.

96. Cranes for heavy goods are desirable, both fixed cranes and cranes constructed to move on wheels.

97. Near goods sheds standards should be placed to show the maximum height of loads.

98. At every principal and terminal station there should be weigh-bridges capable of weighing both railway waggons and ordinary waggons.

99. *Repairing Shops.*—The principal repairing shop should be of such capacity, and be supplied with such machinery, as to be capable of at least providing rapidly for the ordinary repairs of engines, carriages, and waggons.

In new stations arrangements should be made to permit of the future expansion of the several parts.

It is desirable that the arrangements should admit of driving wheels being easily fitted to the axles, and that the loads on each wheel should be capable of being measured.

C.—Locomotives.

100. Locomotives with outside horizontal cylinders and straight axles are preferred at present.

101. For engines upon axles attached to the framing the base should be as follows:—

Upon railways with curves of	1,000	feet radius	- 11 feet.
,, ,,	1,500	,,	- 13 feet.
,, ,,	2,000	,,	- 15 feet.

This distance must not be exceeded.

102. Locomotives with axles fixed to the framing are preferred.

Coupled wheels must have flanges.

103. On railways with curves of less than 1,000 feet radius engines on moveable bogie frames are desirable.

On these engines coupled wheels should have flanges.

104. The greatest weight on any one axle should not exceed 260 Zoll. centners (256 cwts.), including the weight of the axle.

105. The weight on the leading axle should preponderate. With a passenger engine on six wheels the weight on the leading axle should be at least one-third of the whole weight of the engine. If the driving wheels are on the trailing axle, the weight on it must at least be one-fifth the weight of the engine. With coupled engines the weight should be equally divided between the coupled wheels.

106. In supporting the engine it is desirable to adopt such a system of springs and balance levers as will ensure its being supported on three points.

107. The whole of the wheel of an engine, except the nave, should be made of the best malleable iron. Naves of good malleable iron are desirable.

108. The play for the flange should not be less than ⅜ of an inch or exceed 1 inch.

109. The clear interval between the wheels should be 4 feet 5½ in width. A variation of ⅛ inch over or under is allowable.

110. The flange should not project more than 1¼ inches below the top of the rail.

111. The tyre should not be more than 6 inches, or less than 5¼ inches broad.

112. Locomotives for goods trains intended to travel about 16 miles an hour should have coupled driving wheels of at least 4 feet in diameter.

113. Locomotives for passenger trains and mixed trains intended to travel from 25 to 33 miles per hour should have driving wheels of at least 5 feet in diameter.

114. Locomotives for express trains which travel at least 40 miles per hour should have driving wheels of 6 feet radius. The other wheels of engines should not be less than 3 feet in diameter.

115. The boiler of a locomotive should be placed as low as possible. The pressure in the boiler is from 5½ to 7 atmospheres. The boiler should be proved with water to 1½ times this pressure, and show no change of form.

116. The boiler must in the first instance be proved before it is used, and again when the engine has run 50,000 miles; afterwards, whenever it comes in for extensive repairs, or whenever it has run 40,000 miles. It should be proved at all events once in three years.

117. If a boiler, after the pressure has been applied, does not resume its original form, it must not continue to be used.

118. At every proof of the boiler the weight on the safety valves should also be proved.

119. Every locomotive engine should have at least two safety valves.

120. The safety valves must be held down by a spring balance attached to a lever. The spring balance must be regulated to the permitted pressure per square inch, and must be so arranged that the valve shall have a vertical movement of ⅛ inch. Safety valves regulated by weights are permitted.

121. Every locomotive should be fitted with variable expansion gear.

122. *Steam Gauge.*—In order to be able to note the variations of the pressure of steam in the boiler, every locomotive should be fitted with the best possible pressure gauge.

123. *Water Gauge.*—The boiler should be provided with a glass tube gauge to show the height of water in the boiler, and also with three cocks at different heights, the lowest of which should be four inches above the highest part of the fire-box.

124. The boiler is to be fitted with a sufficiently large steam pump.

125. Every engine should have one pipe for warm water, which must be in connexion with the suction pipe from the tender.

126. Every engine should be provided with a powerful steam whistle.

127. An ash-pan must be placed under the fire-box, the front of which, as well as, when desired, the hinder end, should have a moveable flap capable of being closed and opened by the driver. The lowest part of the ash-pan should be at least 5 inches above the surface of the rails.

128. The question as to whether the chimney is or is not to be covered with an apparatus to catch the sparks depends on what fuel is used. With wood and turf Klein's arrangement is preferable.

129. The buffer beam of the engine should be furnished with two elastic buffers, between which should be placed a strong hook and shackle; all of which should be in accordance with those provided on the carriages and waggons.

130. To attach the engine to the tender, besides a strong coupling under the footplate, two reserve chains should be provided, which would come into play only when the main coupling broke.

131. Every engine should have on each side, in front of the leading wheels, strong life guards, the points of which should be from 2 to 2½ inches above the rails.

132. In front of every engine there must be ledges for fixing at least two lanterns.

133. The breadth of an engine should never exceed 10 feet.

134. The top of chimney should not be more than 15 feet from the surface of the rails.

135. Tenders with six wheels are preferable to those with four wheels; the tank should be attached so firmly to the framing that a heavy blow would not separate them.

136. The distance between the axles of the tender should be analogous to that of the locomotive. An apportionment of the weight on the several axles by means of balance beams is especially desirable.

137. The wheels should not be less than 3 feet in diameter, and should all be provided with flanges.

138. The wheels of the tender should be constructed and fitted equally as strongly as wheels of locomotives.

139. The tender should be provided with powerful breaks.

140. The front of the tender is provided with small elastic buffers, which abut against the engine and secure the coupling.

The hinder end is provided with spring or india-rubber buffers, and a spring draw-bar.

141. The buffer and draw-bar and chains should be so placed as to suit those on the carriages and waggons.

142. At the rear side of the tender supports for lanterns should be placed.

143. The tender should not exceed 9 feet in breadth, and the maximum height of the tank over the rails is 8 feet.

144. *All screws* on the locomotive tenders and other vehicles *must fit Whitworth's worm.*

145. The least permitted thickness of tyres for wheels of engine and tender is ⅞ of an inch, to be measured at the part where the rail impinges on the tyre.

D.—Carriages and Waggons.

146. It is generally desirable for the distance between the axles of carriages and waggons to be as long as the circumstances will allow.

With vehicles with more than four wheels and with fixed axles the maximum length should be as follows:—

On curves of 1,000 feet radius, the wheel base should not exceed 12 feet.
" 1,500 " 15 "
" 2,000 " 18 "

When the vehicles are so constructed as to allow of a play or movement in the centre or end axles, the wheel base may be extended to 25 feet.

147. The wheels must be firmly fixed on the axles opposite to each other.

148. The tyres should be coned to an inclination of at least $\frac{1}{20}$ of an inch.

149. The tyres should not be less than 5 inches, and not exceed 6 inches in breadth.

150. Three-quarters of an inch is the smallest permissible thickness of iron tyres, measured at the part where the tyre rests upon the rail.

151. The play for the flanges should not be less than ⅜ of an inch, and in no case exceed 1 inch.

152. The clear width between the wheels should be 4 feet 5½ inches. A variation of ⅛ of an inch from this is permissible.

153. The height of the flange, measured from the surface of the rails, should not exceed 1¼ inches.

154. Wrought-iron wheels with rolled and welded tyres and strong felloes, and with naves either of cats or wrought iron, are in use.

The best form of wheel has not yet been decided upon, but long naves are especially desirable.

155. Sufficient experience has not yet been had of cast-iron wheels to decide whether they should be adopted or rejected.

156. The diameter of wheels of carriages and waggons should be at least 3 feet.

157. It is recognized to be necessary to increase the strength of the axles, and to apportion the weight to the dimensions. With axles of the best iron the minimum diameter in the nave should be,

4 inches diameter for 75 centners gross weight.
4½ " 100 "
5 " 130 "

158. Sufficient experience has not yet been acquired in regard to the dimensions of steel axles, or of hollow axles.

159. A judicious length for the axles between the centres of the journals is 6 feet 5 inches to 6 feet 6 inches.

160. The strength of the journal is especially to be considered with reference to the load.

The smallest diameter of the axle at the journal
For 75 centners should be 2¾ inches.
" 100 " 3 "
" 130 " 3¼ "

Long journals are desirable, the length should not be less than 5 inches and not exceeding 8 inches.

161. Springs on railway vehicles may either be of steel or india-rubber. Steel springs should be of plates not exceeding ½ inch in thickness, and for passenger carriages they should be 5 feet long, and for goods waggons 3½ feet long. It would be desirable that the springs should be connected by balance beams. The play of the springs between loaded and unloaded waggons should not be less than 2 inches or more than 4 inches.

162. The best breaks are screw breaks, the blocks of which are arranged to press horizontally against both sides of both wheels of one axle.

163. The lever is to be of such power that the revolution of the wheels of a loaded waggon could be checked.

164. The lowest part of the break block shall be at least 5 inches above the surface of the rail.

165. For greasing the axles the general adoption of good lubricating oil is a desideratum.

166. The under framing of all vehicles should be so constructed as not to be liable to be disturbed without great force is used.

167. Complete draw-bars and buffers with steel or india-rubber springs should be fixed to both ends of every vehicle.

168. Besides the draw-bar, every vehicle should have two chains.

169. The normal height of the centre of the buffers above the rails should be 3 feet 5 inches.

With empty vehicles, the centre of the buffer should rise 1 inch above this height, and with full vehicles it should sink 4 inches below it.

170. The centres of the two buffers at the end of a vehicle should be 5 feet 9 inches apart.

171. The head of the buffer when pressed home should be at least 14½ inches from the buffer beam.

The surface of the buffer should be flat on the left side looking from the vehicles and rounded on the right side.

172. The diameter of the buffers should be at least 14 inches, and the projection of the rounded buffers in the centre should be at least 1 inch.

173. On railways with sharp curves it is to be desired that the adjacent buffers in a carriage should be connected together by means of a compensating lever.

174. The hook of the draw-bar when not extended should be 14½ inches from the head of the buffer in its normal position.

Variations of ½ an inch above or below these dimensions are allowable.

175. The distance between the side chains should be 3 feet 6 inches.

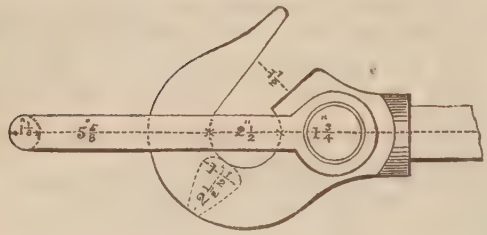
The side chains, the draw-bar, and the buffers should all be in the same horizontal line.

176. The hook of the side chains when extended should reach at least 12 inches beyond the buffers, and should be so constructed that in a loaded waggon when hanging down it should be 2 inches above the surface of the rails.

It is to be desired that washers of india-rubber should be placed between the fastenings of the side chains and the buffer beam.

Hook for Coupling Chain.

Hook for Drawbar.



177. Carriages for passenger traffic, mails, and luggage vans should be provided with screw couplings.

Screw couplings are very desirable in goods waggons.

In every case a coupling chain should be placed at each end of the vehicles.

178. Arrangements for separating the vehicles from each other when in motion are undesirable.

179. The greatest breadth to be allowed for passenger carriages is 8 feet 7 inches for the body, and 10 feet for the steps and projecting parts.

Goods waggons, including the steps and framing, should not exceed 7 feet in breadth.

180. The highest part of the framing of a vehicle should not be more than 12 feet 4 inches above the rails.

181. In vehicles with a seat for a guard (Schaffner) on the top, the footboard of the seat should not be more than 9 feet 4 inches above the rails.

182. In eight-wheeled vehicles, supported on trucks, at each end of which the framing moves round a pivot, the motion round the pivot should not be more than is absolutely necessary for passing the sharpest curves.

E.—SIGNALS.

183. Every railway, whether the line be double or single, should have an electro-magnetic telegraph for corresponding between the stations.

It is to be desired that the stations should be furnished with telegraphic bells for working the trains.

184. It is desirable also to make arrangements for telegraphing from the stations to intermediate points on the railway.

185. Besides the electro-magnetic signals, optical signals are necessary.

186. The necessary signals are—

1. Signals on the railway.
2. Signals between the staff of the line and the staff of the trains.
3. Signals between the persons forming the staff of the trains.

187. On the railway the following signals are to be given:—

1. *A train has left one station to go to another station.*
2. *An assistant engine is required.*
3. *The train should go slowly.*
4. *The train should stop.*

188. When points are situated on a main line the engine-driver when travelling to meet the points should be made aware of their position at 500 feet distance. The signals for this purpose must be moved by the same movement as the switch tongues, and it is desirable that the signal should be as visible by night as by day.*

189. The position of the feed pipe of water cranes should be made visible in the dark.

190. The following signals must be capable of being given by the train:—

1. *An extra train or an engine is to follow.*
2. *An extra train or an engine is coming in the opposite direction.*

191. The staff of the train should be able to give the following signals,—

The engine-driver should give the signals.

1. *Attention.*
2. *Put on the breaks.*
3. *Take off the breaks.*

The officials on the train should be able to give the signal "*attention*" to the engine-driver.

192. Optical signals given at night should be white, red, or green, and placed at such distances as to be easily seen.

The signal men, engine-drivers, and conductors of trains should be provided with explosive signals.

193. The engine-driver gives signals with the steam whistle.

194. In all trains the conductor and at least one breaksman, who must not be placed in the fore part of the train, should have a communication with the engine-driver by means of a cord led either to the steam whistle or to a bell. In passenger trains the signal line *must* pass over the whole train. In goods trains it is desirable that it should do so.

195. Where a train carries a signal to communicate that an extra train will follow, the engine-driver must give the particulars by word of mouth, or by a written communication to the chief authority at each station at which he stops.

196. At the back of each train travelling in the dark a clear light should be placed; a light should also be placed in front so as to be visible to the engine-driver and to the staff of the train.

197. Before an extra train is allowed to leave a station on a single line, it must be telegraphed to the next station, and a reply be received from the station-master that the train may proceed.

* The annexed sketch shows the form of signal at points and switches in use on Austrian railways. It consists of a disc 1 foot 6 inches in diameter upon an iron standard about 5 feet high. In the centre of the disc is a lamp for use at night, in front of which a reflector is placed, which conceals the direct view of the light, but reflects the light on the disc.

AA. Reflectors.

B. Glass door for inserting Light.

The Rod is connected with and turns with the movement of the Switch Handle.

REGULATIONS providing for the SAFE WORKING of the RAILWAYS.

A.—CONDITION OF THE LINE.

1. Points, of the class termed in England contractors' points, on the main line or principal sidings are forbidden. Arrangements are to be made at places away from stations for the actual state of the switches and points to be visible at a distance of 1,000 feet. Such points, when not guarded, must be locked in position. The signal must be moved by the mechanism that closes the points.

2. Turn-tables and traversing platforms are forbidden on the main line.

3. Except at crossings and in stations, the use of check rails (called *safety rails*) is forbidden.

4. The road must be fenced wherever it is not habitually watched, to prevent men and cattle from entering upon it.

5. Level crossings should be provided with conspicuous barriers placed at least 12 feet from the centre

of the nearest line of rails. Fences are desirable between the railway and roads close to it, either on the same level or above. Ditches, with a bank of earth on the side, answer this purpose.

6. On roads little frequented, the barriers may be constructed to be opened and shut by the persons using them.

7. The watchmen, under whom they are, must not be placed more than 1,800 feet from them, and must be able to overlook the crossing.

8. At each of these crossings one bell is enough.

9. The road over these crossings must be lighted after dark, at the times when the trains pass.

10. The barrier at the latter crossings must be capable of being easily opened and closed by hand.

11. Level crossings of chaussées, and roads of large traffic, must be lighted after dark. Stations must be lighted up from half an hour before until after the passage of a train.

12. In forests, a space of 70 feet with fir, and 48 feet with other wood, should be cleared on each side of the railway.

In all fir plantations a space should be kept clear as a protection against conflagration.

13. In parts of the line away from stations no object under 1 foot in height above the rail may be placed nearer to the centre of the adjacent rail than $5\frac{1}{2}$ feet, and higher objects must be 6 feet 7 inches from the centre of the rail, and must be firmly fixed.

14. The barriers at level crossings are to be closed three minutes before the arrival of the train. Exceptions are only to be made in the immediate neighbourhood of stations. Cattle should not be driven across level crossings for ten minutes before the expected arrival of a train.

15. Before the first train passes in the morning, the road must be looked over carefully by the watchman, to ascertain that it is in its normal state. During the day the road should be examined at least three times, and during the night it should be examined before the passage of every train. In this examination special attention should be given to ascertain that the points are in working order.

16. Mile posts, according to the miles in use in the particular district, are to be placed along the railway; and each mile is to be sub-divided by posts into 100 divisions.

17. At the commencement and termination of all inclines or level parts of a railway, gradient posts showing the rate of inclination, and the length of each incline, and the length of each level portion.

18. Whenever two lines join, or a siding joins a main line, a signal post is to be erected to show how near to the junction waggons and carriages can stand with safety.

19. Trains approaching signals should be able to ascertain, at a distance of at least 1,000 feet, whether they can proceed or should stop.

20. The signals at the watchmen's stations are to be able to show that a train is approaching, and in which direction it is expected.

21. Arrangements are to be made that the approach of a train may be notified to the watchman's station at least three minutes before its arrival.

22. It is to be desired that arrangements should be made to enable an assistant engine to be telegraphed for to the nearest station from every watchman's station.

23. The name of every station in large clear letters is to be placed in a situation visible from the platform. It is desirable also that the distance from the nearest main station should be shown.

24. Every station must be provided with a clock, which is regulated according to the mean time of the locality; in larger stations the clock should be visible both from the road to the station and from the trains, and it should be lighted after dark.

25. In order to control the before-mentioned examination of the road and stations by the day and night watchmen, special regulations must be drawn up.

26. Every goods station should be provided with a standard gauge to measure the height of loads in open waggons, under which all loaded waggons should pass, in order that the load may not exceed the limits of bridges and tunnels, &c.

B.—Condition of the Working Stock.

27. Locomotive engines are not to be used until they have been submitted to a proof and pronounced safe.

The pressure at which they are to be worked is to be marked conspicuously upon them.

Within the precincts of each chief repairing shop, an open quicksilver pressure gauge is to be placed, so that the steam from the boiler may be brought into it by means of a small pipe in order that the accuracy of the spring balance and pressure gauge on the engine may be easily tested.

28. The boiler of an engine is to be tested when new; after it has run 50,000 miles after first going out; after undergoing any great repair; after every 40,000 miles it has run after the first 50,000; and at least once in every three years: in this test, the boiler is to be stripped, and submitted to a water pressure of $1\frac{1}{2}$ times the pressure at which it is worked. Boilers which change their shape under this test are not to be used again.

When this examination of the boiler is made, all other parts of the engine should be submitted to a thorough overhauling, and a careful register is to be kept of the condition in which each part is.

Important repairs of locomotives in which the moveable parts are changed and the boiler is proved, will be considered as a thorough overhauling.

29. Every locomotive must be provided with at least two safety valves, of which one must be so constructed that it cannot be loaded to more than the appointed pressure.

30. The height of the water and the pressure of the steam in the boiler must be clearly visible from the footplate without its being necessary for the engine-driver to ascertain it by trial.

The loading of the safety valve must be so arranged that it can have a vertical movement of $\frac{1}{8}$ of an inch.

31. In order to guard against hot coals and cinders falling from the ash-pan it is closed in front, and in cases when necessary also behind, with a moveable flap. The chimney is similarly to be protected.

This precaution is necessary to prevent injury to buildings near the railway.

32. Every locomotive should be supplied with a force pump, in order that when the engine is stationary the proper water level in the boiler may be maintained.

33. Every engine should be provided with life guards, and with a steam whistle accessible from the footplate.

34. Wheels without flanges are forbidden.

35. Tenders and tank engines must be provided with powerful breaks.

36. Tyres of wrought iron for engines and tenders, should be at least $\frac{7}{8}$ inch thick, and for carriages and waggons at least $\frac{3}{4}$ inch.

37. All waggons and carriages in regular trains should be placed on springs, and be provided at both ends with elastic buffers and draw-bars.

38. Safety chains must be provided at both ends of all vehicles; they must be so fixed that when hanging down, their ends are 2 inches from the surface of the rails.

39. All vehicles must be provided with efficient arrangement for the lubrication of the axles.

40. In every train, besides the tender breaks, the following is the proportion of the number of pairs of wheels in a train to which break power must be provided for different gradients, viz.,

	For passenger trains.	For goods trains.
On gradients not exceeding 1 in 500 -	1 in 8	1 in 12
" " 1 in 300 -	1 in 6	1 in 10
" " 1 in 200 -	1 in 5	1 in 8
" " 1 in 100 -	1 in 4	1 in 7
" " 1 in 60 -	1 in 3	1 in 5
" " 1 in 40 -	1 in 2	1 in 4

Mixed trains which travel at the same speed as passenger trains should be provided with the same number of breaks as passenger trains.

The breaking arrangements should be sufficiently powerful to allow of the wheels of a loaded vehicle being completely skidded.

41. The doors of passenger carriages should be capable of being opened only from the outside, in case the doors are not at the ends of the carriages. Every door is to be provided with a double fastening, of which at least one is a latch.

42. All goods waggons loaded with inflammable materials must be safely covered.

43. Passenger carriages are to be lighted inside on the journey after dark, as well as in the case of tunnels which it takes more than three minutes to traverse.

All vehicles are to be provided with such arrangements that signal lamps can be placed outside them.

44. All vehicles after they have run from 12,500 to

15,000 English miles are to be periodically overhauled, and the axles, bearings, and springs to be removed.

45. Upon each vehicle must be clearly shown—

(*a*) The railway to which it belongs.

(*b*) The number under which it is recorded in the workshops, and on the register of its condition.

(*c*) Its own weight, including axles and wheels.

(*d*) The maximum load which should be placed in it.

(*e*) The date of the last overhauling.

46. Every train should be provided with tools by which injury happening to the train on the journey may be remedied as far as possible, and the journey be continued.

C.—Regulations for Working.

47. No one train should contain more than 200 axles.

48. In forming a train the proportionate number of breaks specified in article 40 is to be attended to, and the last vehicle is to have a break.

49. One empty vehicle at least should be placed between the engine and the first passenger carriage.

Timber should never be carried in a passenger train.

50. In passenger trains the draw-bars should be so far drawn together as to cause the buffers of the vehicles to be in contact when the train is at rest.

Snow ploughs or waggons to break ice should never be placed in front of the locomotives of regular trains. When required the snow ploughs or waggons should be sent a specified distance in advance of the trains.

Engines with snow ploughs attached should not be sent with passenger trains.

In mixed trains waggons with couplings differing from those in ordinary use are not to be placed either in front or immediately behind passenger carriages.

51. Before a train leaves a station, it should be carefully examined, especially to ensure that the carriages and waggons are properly coupled, that the side chains are hanging as directed, that the communication between the guard and engine-driver is connected, that each waggon is similarly loaded, that the necessary signals and lamps for the journey are attached, that the breaks are provided according to regulations, and that the vehicles are in proper order.

52. Before the departure as well as before the arrival of a train, notice should be taken whether the road is clear, and every facing point set right.

53. No passenger train may start from a station before the fixed time, and before starting all the carriage doors must be closed, and the proper signals must be given.

When several trains are timed to follow one another, passenger trains must not start for ten minutes, and good trains for five minutes, after the previous train. For trains which follow trains not in the time table, the interval must be kept by signal.

If trains in travelling approach nearer to each other than the prescribed five minutes, the watchmen must signal the drivers to travel slowly.

The engine-drivers, conductors, and watchmen must be provided with good watches set to the right time.

54. The maximum speed laid down for trains must never be exceeded.

Trains must slacken their speed—

(*a*) If men, animals, or other impediments are observed on the line.

(*b*) If another train is stopping on the adjacent line of rails.

(*c*) If the watchmen give a signal to slacken speed.

On entering stations from main lines or branch lines, and especially in crossing from one line of rails to another, the speed must be reduced to enable the train to be stopped in a distance of 300 feet.

55. Pushing a train by an engine placed behind without any engine in front is forbidden.

When trains have to move back a long way, or in stations, this rule need not apply, but the speed must not exceed 15 feet per second.

Trains may be pushed from behind only—

(*a.*) In ascending very steep inclines.

(*b.*) In bringing trains into a station.

In these cases the speed must not exceed one half the usually permitted speed.

With ballast trains the engine may push the waggons.

56. Engines may only travel with the tender in front when an assistant engine goes to meet a train, or joins it at the bottom of an incline. An engine so assisting must not be attached to a train whilst it is in motion.

Ballast trains may travel slowly with the tender in front.

57. A locomotive standing in front of a train, or at rest in a station, must have the regulator closed, and the tender break on. The engine must not be left without some person to watch it.

58. Near frequented level crossings and roads running parallel with the railway, the steam whistle and opening the cock of the cylinder must be resorted to as little as possible.

59. The staff of the train must be under the orders of one man, and must be so distributed as to overlook all parts of the train, to have an effectual means of communication with the engine driver.

60. The watchmen on the line must observe the train as it goes by, and if anything is wrong give a signal to stop.

61. At the end of every train travelling in the dark, a bright signal lamp is to be placed so as to cast a light behind, and also to be visible by the engine-driver and the staff of the train.

So long as there is no better means of communicating between the staff of the train and the engine-driver, a communication must be made by a cord along the whole length of the train; on goods trains it should be extended as far as possible, and at least as far as the first breaksman.

62. Extra trains may only proceed when they have been announced by telegraph to the next station, and signalled to the watchmen.

63. Ballast trains and single engines, except assistant engines, may only proceed upon a special order of the superintendent of the traffic, and in strictly limited hours; and the station-master of at least the stations at each end of the line upon which the trains or engines are to move, must be informed of it.

The road must be cleared of ballast trains, engines, and single waggons at least a quarter of an hour before the time at which regular trains are due.

Ballast trains and single engines must be signalled in the same manner as extra trains.

64. Assistant or reserve engines must be placed at distances not exceeding 60 miles, and be kept in steam.

At the stations where they are placed, there should be kept all such tools as are necessary for clearing and repairing the road if a train leaves the rails.

65. No one may travel on the engine without the leave of the chief superintendent of traffic, or of the master of machinery.

66. Engine-drivers can only be employed who have worked for one year in a machine shop, and who, after at least one year of apprenticeship, have passed an examination before the master of machinery or his assistant, and have shown their fitness by a trial journey.

The fireman must have sufficient acquaintance with the management of the engine to enable him to stop it or back it, if required.

The Regulations for Traffic will be found in the next Appendix, CB.

Appendix CB.

Regulations for the Working of the Prussian State Railways.

Translated for the Commission, from the "Statistische Nachrichten von den Preussischen Eisenbahnen." Band XII. Berlin, 1865.

Note.—In making this Translation it has been considered expedient to retain the money, weights, and measures in their original denominations.

The following data will serve for their conversion into English units, when required.

Money.

1 thaler = 30 silbergroschen = 3*s.* 0*d.* sterling.

Weights.

1 centner = 50 kilogrammes French = 110·3 lbs., or nearly 1 cwt. English.

Measures.

1 German mile = one-fifteenth of a degree = 4·61 English Statute miles.

Regulations for the Conveyance of Traffic on the Prussian State Railways, and of those under Prussian State management.

For the local traffic of the Prussian state railways and of those under Prussian state management, as also for such of the traffic of the railways with each other as is not under other treaty regulations, the following printed rules of the combined German railway managements hold good.

A.—For the carrying of passengers, passengers' baggage, corpses, vehicles, and live animals.

B.—For the carrying of merchandise.

With addition to the orders printed in italics as special rules.

A.

Treaty Regulation

For the carrying of Passengers, Luggage, Corpses, Vehicles, and Live Animals, on the Railways of the Combined German Railway Managements.

The following rules for the carrying of passengers' baggage, corpses, vehicles, and live animals, came into force on all the railways belonging to the union of management of German railways on the 15th April 1865.

Special decrees of individual railway managements will be in force in addition to these rules.

I. General Orders.

§ 1.—Duties of servants.

Servants in the employ of the railways are required to conduct themselves towards the public with politeness and modesty, at the same time with firmness, and to be obliging in the duties entrusted to them.

The services they are called on to perform by their rules are gratuitous, and it is strictly prohibited to receive presents from the public for such services.

Smoking during official intercourse with the public is forbidden to railway servants.

§ 2.—Rights of railway servants.

The public is required to submit to the direction of railway servants wearing uniform or badges of office.

§ 3.—Decision of disputes.

Disputes betwen the public and the railway servants are settled by the station masters during the trip of the engine-driver.

§ 4.—Complaints.

Complaints may be made verbally or in writing to the superior officials; they may also be entered in a book for the purpose, which is kept at every station. The management will reply to every complaint bearing the name and address of the complainant.

Complaints of a servant should give as correct a description as possible either by his name, his number, or what is indicated in his uniform.

§ 5.—Admission to stations and to railways.

Admission to stations and to railways, with the exception of the parts permanently or temporarily opened to the public, is forbidden to everybody except such as may have special authority.

§ 6.—Limits of obligation to transport.—Means of payment.

The carrying of passengers, animals, and effects, does not take place if prevented by unusual obstacles or force majeure, or if the means of transport at command do not suffice.

As payment, the gold and silver money, alloyed money excepted, legally current at the neighbouring railways, is taken everywhere at the rates of exchange indicated as affixed at every station, so far as it is not in contravention of any law.

Special Orders.

a.—*Carrying of Passengers.*

§ 7.—Time tables.—Extra trains.—Time of departure.

The carrying of passengers takes place in accordance with the time tables published and hung at all railway stations.

Extra trains are only allowed at the discretion of the management.

The time of departure of trains is determined by the clocks at the railway stations.

§ 8.—Fares.

The fares are indicated by the tariff hung at all the stations.

§ 9.—Sale of tickets.—Return of tickets taken.

The sale of tickets can only be demanded within the half hour preceding the departure of the train by which the traveller wishes to go, and within a still shorter interval, if two trains be going in the same direction within such shorter period of each other. Those who have not taken their tickets until ten minutes before departure of the train cannot demand their sale.

The amount of fare is to be kept ready counted in order to avoid delay by money changing.

The tickets confer the right to travel in the class of carriage thereon stated, so far as there may be room left in such carriages respectively on changing carriages. When there is no room the tickets may be returned against a repayment of the amount paid for them, or exchanged for tickets in other classes in which there may be room, the difference of fare being settled. Under all circumstances, travellers arriving with through tickets have the preference over new passengers.

§ 10.—Tickets and their validity.—Reduction of fares for children.

The ticket indicates the stations from and to which the transport was required; further the fare for the class of carriage the traveller intends to use, and last, the time or the train for which the ticket is good. The time or the train for which every ticket is good is indicated by being stamped on it, so that every buyer is able to judge whether the ticket is really for the journey intended by him.

Children under ten years are taken at reduced fares.

If there is any doubt as to the age of the children it is settled by the decision of the superior officer who may be present at the revision. For children in arms and who share the places of those to whom they belong no payment is required.

Passengers are permitted to get out at one intermediate station on their journey and continue it on the same or the following day to their destination by any other train not travelling at a higher tariff of fares. Such travellers must, however, show their ticket to the station master at the intermediate station immediately on the departure of the train, and he will endorse its extension. In these cases, the delivery of baggage at the intermediate station cannot be demanded.

§ 11.—Exchange of tickets taken.

An exchange of tickets taken against tickets of a higher class is permitted on payment of the difference of fare so far as there may be room in the higher class, until ten minutes before the departure of the train.

On the way, at intermediate stations, an exchange into the next higher class can only take place on purchasing a ticket of the next lower class for the additional distance to be journeyed. Travellers of the lowest class must, to change to the next higher class, purchase an additional ticket of the lowest class for the additional distance.

For the exchange into carriages of a higher class when on the road, the purchase of an additional ticket to the passenger's destination will suffice, provided the price thereof in addition to that of the ticket with which the passenger originally provided himself is at least sufficient to cover the fare in the higher class.

The exchange of a ticket of the higher class for one of a *lower* class is never admissible. (See however § 9.)

§ 12.—Single particular places are not sold and may not be engaged beforehand.

The servants are entitled, and at the demand of passengers required, to show them to their seats. Ladies travelling alone, are, at their request, as far as possible, to be placed in a carriage with ladies only.

An entire compartment may be engaged of the ticket clerk at the station of starting, a quarter of an hour at the latest before the departure of the train, on taking a certificate (schein) from the station master, and as many tickets as the complement of places in the compartment.

The possessor of an entire compartment may take with him two children under ten years of age free of payment. At intermediate stations entire compartments may only be granted if the room in the arriving train admits of it.

§ 13.—Exclusion of obnoxious persons from the journey.

People whose proximity, through a visible disease or other cause, would palpably be obnoxious to their fellow travellers, may be refused at the beginning or during the journey, unless they take and pay for a compartment to themselves. Their fares are returned them if they are not permitted to travel. If it be only ascertained during the journey that a traveller is of the above description he must be expelled at the next station unless a separate carriage can be paid for and provided for him. In that case, his fare for the part of the journey not completed will be returned him, as also his baggage.

In case a traveller pays for a special compartment, he may take as many persons to accompany him as it is constructed to hold.

§ 14.—Waiting rooms.—Ticket and baggage departments. —Ticket control.

The waiting rooms, the ticket and baggage offices, are opened at the latest half an hour before departure of every train.

The tickets taken by travellers must be shown on demand on entering the waiting rooms and on entering the carriages. During the journey the traveller must keep his ticket by him until it is taken from him.

Any one found travelling without a valid ticket must pay the amount fixed and made known by the railway management for the particular case.

Whoever refuses to make such payment may be turned out.

A traveller found not to have a valid ticket for his journey, must pay double fare for the whole journey performed by him, and when the station at which he joined the train cannot at once be satisfactorily shown he must pay double fare for the whole distance performed by the train, but always at least the sum of two thalers (6*s.*)

Any traveller, however, who enters a passenger carriage and at once, unasked, informs the conductor that he was prevented from taking a ticket by want of time, must, if he be admitted to perform the journey to which he has no right, pay the sum of 10 *silbergroschen* (1*s.*) *in addition to the fare.*

§ 15.—Taking seats.

The signal for passengers to take their places in the carriages is made by two distinct strikes on the bell.

§ 16.—Missing the time of departure.

After the signal of departure is given by the whistling of the locomotive, nobody is permitted to join the train. Any attempt to enter the carriages or to assist any one in so doing after the train is in motion is prohibited on the part of the police.

A passenger who has missed the time of departure of the train has no claim for the restitution of his fare or any other compensation.

§ 17.—Arrangements at intermediate stations. Opening and closing carriage doors.

On arriving at a station the name of the same is called out, and the time of remaining there, where that is fixed. As soon as the train is at rest the carriage doors of those carriages in which there are travellers destined for that station are opened at the side on which passengers may alight. The doors of the other carriages are only opened at the desire of the occupants. Whoever leaves his place at an intermediate station without placing something on it, must, on his return, if he find it taken in the meantime, content himself with another place.

§ 18.—Unusual stoppage on the open road.

If from any obstacles a train has to remain for a length of time outside a station, passengers may only then alight if the conductor gives his special permission. In that case the passengers must at once go away from the rails, and take their places again at the first signal of the steam whistle.

The signal for the continuance of the journey is given by three blows from the steam whistle.

Whoever may not have taken his place at the third whistle loses all right to the journey.

§ 19.—Conduct during the journey, and on entering and alighting from the carriages.

During the journey no one may lean over sideways out of the carriage, lean against the door, or tread on the seats.

Passengers may not open the doors themselves for getting in and out of the carriages; they must leave the railway servants to open the doors, and they may not get in or out of the carriages until the train is absolutely still.

Every passenger must keep away from the rails and from the locomotives, and no one may leave the station by any direction but that indicated.

§ 20.—Damaging the carriages.

There is a regulation price for breaking windows; and where it occurs the fixed amounts are immediately collected by the railway servants. The railway management is also empowered to demand compensation, and collect it immediately through their servants, for dirtying the inside of carriages, tearing the curtains, &c., &c.

§ 21.—Delay in the trains.—Interruption of the journey.

Delay in the departure or arrival of the trains confers no claims against the railway management. For an omitted or incompleted journey passengers are merely entitled to the return of their fares for the distance not accomplished.

§ 22.—Accompaniment of dogs.—Taking combustible objects.—Smoking tobacco.

Dogs and other animals are not admitted in passenger carriages.

Smoking tobacco is permitted in every class; in the first class however only with the consent of all the passengers in the compartment, so far as there may not be a special smoking carriage of that class in the train. In every train there must be second class carriages for non-smokers, and, on demand, passengers of the second class may always be shown into carriages in which smoking is not allowed. Tobacco pipes must be provided with covers. Combustible articles, as also all baggage containing fluids and other objects which might in any way occasion damage, particularly loaded guns, gunpowder, easily inflammable chemical preparations, and other matters of such character may neither be given in charge as passenger baggage, nor taken in the carriages. The railway servants are authorized to convince themselves that these rules are not circumvented.

Any one disobeying this rule is responsible for all the consequences of damage to other persons' effects and otherwise. The muzzle of a gun must always be pointed upwards.

§ 23.—Expulsion of drunken and misbehaved persons from the journey.

Whoever disregards the regulations, disobeys the injunctions of the railway officials, or behaves indecently, is expelled from the journey at starting, or on the way, without

restitution of his fare. Particularly drunken people may not be admitted into the waiting rooms, and if they have got there unperceived, must be turned out.

If such people are turned out on the journey, or if they are refused to be carried after they have already given up their baggage, they have no claim to receive it elsewhere than at the station to which it has been forwarded.

b.—*Forwarding of Passengers' Baggage.*

§ 24.—Description of baggage.

As a rule that is forwarded as passengers' baggage which passengers take with them for their use on their travels, particularly trunks, portmanteaus, and carpet bags, hatboxes, small cases, and the like.

Objects which are excluded from transmission as merchandise may not be taken as baggage.

Merchandise, packed cases, casks, and objects which cannot be adjudged necessary for travellers' purposes, are acceptable for transmission as travellers' baggage at the discretion of the baggage clerk, but may not be counted in the allowance of free baggage as settled in the tariff.

§ 25.—Manner of packing.—Removal of old post and railway labels.

Baggage which is not securely and firmly packed may be refused. Old post and railway labels must be removed, or the railway will not be responsible for any loss or miscarriage or delay resulting from their non-removal.

§ 26.—Delivery to the railway of baggage.

The taking of baggage in the train cannot be guaranteed unless it is delivered at the baggage office fifteen minutes before departure of the train, and the passenger ticket produced with it. Baggage freight must be paid immediately to avoid the contingency of its not being forwarded.

Exceptionally, baggage may be forwarded, in urgent cases, subject to booking (expedirung) afterwards.

Such baggage, however, is not regarded as given up for transmission until it is booked. The same applies to baggage received at halting stations.

§ 27.—Hand baggage.

Small easily portable objects may be taken in the carriages, provided they do not annoy the other passengers, so far as customs and duty laws admit of it. For such objects baggage tickets are not given, they are in charge of the passengers themselves.

Passengers of the fourth class, under the same reservations, may carry their tools and such burdens in baskets, bags, &c., as foot passengers carry, at the decision of the station authorities.

§ 28.—Baggage tickets and return of passengers' baggage.

Against the delivery of his baggage, with which the inspection of the passage ticket may be demanded, the passenger receives a baggage ticket. The baggage is delivered to the holder of this ticket, whose identity the railway is not necessitated to establish; and this delivery relieves the railway of all and every further responsibility.

The holder of a baggage ticket is entitled, on arrival of the train in which the baggage has been transmitted, to demand the delivery of his baggage in the baggage office, at the expiration of sufficient time for its removal from the train in due order, and the performance of any necessary customs' formalities or examination.

If he is not inclined to wait for the delivery of his baggage at once, he may call or send for it within twenty-four hours, during office hours. Should he let it remain longer than twenty-four hours, it will be subject to a charge, as per tariff, for warehouse rent.

§ 29.—Liability of the railway for baggage.

The railway is liable from the time of the issue of the baggage ticket, for the correct and undamaged restoration of the baggage generally, according to the terms and conditions of the "Regulations for the Combined Goods Traffic," as far as these are applicable to the forwarding of baggage; specially, however, according to the following principles :—

a.—Unless the passengers expressly declare a higher value, the railway makes good, in case of loss or damage, the amount of the actual damage incurred, never exceeding, however, the amount of two thalers (6*s.*) for every lb., after deducting the weight of the undamaged portion of the injured package.

b.—If the passenger has declared a higher value, the carriage charged is increased in proportion, at the rate of 2 per mille on the whole value declared for every twenty miles, or fraction thereof, to the destination, which must, however, be a minimum of 1-15th thaler, = 2½*d.* The declaration of value is only binding when it is inserted in the baggage ticket, by the baggage clerk, at the station of departure.

c.—The management is free of all claims on baggage, if not made within three days of arrival of the train at the station of destination. (§ 28.)

Passengers to whom their baggage has not been delivered, may claim to have the day and hour at which it was demanded written on their baggage tickets, by the baggage clerks.

For loss or damage to objects not given to the authorities for transmission, particularly for the loss of or damage to objects taken in the passenger carriages, the management is only responsible if it can be shown to be from the fault of their servants.

§ 30.—Lost baggage.

Missing packages may only be regarded as lost if not found in eight days after arrival of the train by which they were booked, and the passenger may then claim the payment of the guaranteed sum, as per § 29, with release of all further responsibility on the part of the railway management. In addition to this the passenger may reserve the option to reclaim the package, in case it be found afterwards, within four weeks of his receiving notice of the same, against return of the amount of compensation received. In such case the package to be returned him, free of charge, at its original destination. In case of such a reservation he is to receive a certificate of the same.

§ 31.—Liability of the railway for postponed delivery.

The liability of the railway for postponement of delivery (§ 28) is arranged on the following rules :—

1.—The compensation to be made for the proved damage of interest, if such really occur, is not to exceed 1/30 thaler (about 1½*d.*) for every pound weight detained, for every day commenced until the baggage may be regarded as lost.

2.—If the passenger wishes to secure the ratio of damage for postponed delivery as the amount of interest for punctual delivery, he must give up the baggage for transmission in the local traffic of the management, at the station of departure, subject to the regulations for these cases. He has then to make the suitable declaration in the prescribed form, two hours before departure of the train by which the transmission is to take place, and may take place, according to the traffic regulations. The charge for this is 2 per mille for the amount of interest declared for every 20 miles commenced of the distance to be traversed, with a minimum sum of ten silbergroschen (1*s.*), and fractions of groschen charged as a groschen. Against this the passenger will receive as compensation for late delivery, such amount of the same as can be shown, within the declared sum.

The declaration of a higher interest in punctual delivery takes place at the baggage office of the departure station, and has only a binding validity in case the bagyage clerk has inserted it in the baggage ticket.

The railway is absolved from liability for postponement of delivery, as soon as they can show that the care of a goods carrier (frachtfuhrer) could not prevent the delay.

§ 32.—Baggage porters.

At the stations at which there are porters, travellers may use their services for carrying their baggage to and from the railway premises, but without responsibility of the railways. These porters are recognizable by their badges.

The porters are provided with printed instructions, which they are bound to keep with them, as well as the printed rates of charge for their services, and must show on demand.

§ 33.—Objects left behind.

All objects left on the railway premises, or in the carriages, are, on being found and delivered to the railway, detained three months. After expiration of this time these effects are dealt with according to the regulations of the various separate railways.

The period for the keeping of these objects is fixed at a year. If they are not claimed within a year, it is assumed that the proprietor or legitimate claimant will not make a claim for them, and is satisfied that they should be employed through the railway management for the benefit of the Railway Officials' Pension and Relief Fund. Perishable articles

are sold as soon as it is feared that their further detention would injure them. The proceeds are detained until the expiration of the year.

c.—*Transportation of Corpses.*

§ 34. Conditions of transportation.

The transportation of a corpse is only permitted when it is in charge of a person who has to take a passenger ticket, and then only in a freight waggon under lock and key and specially hired for the purpose.

The corpse must be in an air-tight locked case, and payment of the freight in advance may be demanded.

It is taken for granted that the necessary permission of the police for its transmission has been procured and can be shown.

d.—*Forwarding of Carriages and other Vehicles.*

§ 35.—Receipt and forwarding.—Time of delivery.

Carriages and other vehicles are only received for transmission to such stations as are specially appointed for the purpose. They must be given notice of two hours before departure of the train, and delivered not later than an hour before departure of the train to the station authorities. Senders may only count on a safe delivery of vehicles at intermediate stations by any particular train specified, if they are announced twenty-four hours beforehand. The railway is not bound to forward carriages and other vehicles by express and by quick trains.

Carriages and other vehicles which are accompanied by passengers are to be delivered to the baggage office against receipt of a transport ticket; carriages and other vehicles sent unaccompanied by passengers, are to be delivered to the freight department with the usual way-bill. (*Division B.* § 5.)

§ 36.—Delivery.

On arrival at the station of destination, the carriages or vehicles are delivered against restitution of the receipt given for them, and must be sent for at the latest within two hours of arrival if that has taken place before six o'clock in the evening. If the train should, however, arrive later than that hour, the above period is counted from six o'clock the following morning. A charge for rent is to be levied for every hour of longer detention.

The delivery of carriages sent accompanied, only takes place against return of the transport ticket and to the holder of the same.

§ 37.—Putting baggage, &c. in carriages.

It is permitted to passengers accompanying carriages and vehicles to put baggage and travelling effects in them so far as no toll and duty regulations are thereby contravened. (*See* § 38.)

§ 38.—Responsibility of the railway for vehicles.

The railway is responsible for carriages and vehicles forwarded on the conditions and agreements for goods traffic contained in the combined goods regulations, in so far as they may be applicable to the object, but they are not responsible for such damage which has occurred from dangers, the prevention of which is accomplished through the accompaniment enjoined by them or voluntarily undertaken by the sender. Thereby it is stipulated that on making claims for loss or damage, the basis on which the claim is calculated according to the legal right shall not exceed the value declared by the sender in the form prescribed by the railway.

Such declaration of value is only for the carriage or the vehicle itself, and is not admissible for any articles which may be in it. (§ 37.)

In reference to the latter, the railway is not responsible for damage which has occurred through dangers preventible by accompaniment, and only for other kinds of damage if it be shown that they are caused by the fault of the railway management or of their servants.

If declaration of value be elected, the freight of the carriage or vehicle is increased at a certain scale.

This scale is one per mille on the declared value of the carriage or vehicle for every 20 miles or fraction thereof of the whole distance of the journey, with a minimum amount of 1/30th of a thaler, and fractions of groschen to count as whole ones.

If no declaration of value is made, it is stipulated that the amount of value, to be ascertained by the means provided by law, and on which the claim for loss or damage is assessed, shall not exceed the amount of three hundred thalers (45*l.*) including carriage and contents.

The declaration of a higher value than three hundred thalers for a carriage sent accompanied, has only legal value if it be stated on the transport ticket by the baggage clerk at the station of departure. The declaration of higher value of carriages sent unaccompanied must be on the freight bill. (Division B., § 23.)

§ 39.—Time of delivery.

The time of delivery for accompanied carriages and other vehicles which are forwarded by passenger trains is at least that appointed for express goods; for carriages and vehicles not so accompanied, the time of delivery is as for ordinary goods.

In case of declaration of interest in prompt delivery, the rules of the combined goods regulations, § 25, come into operation.

The delivery of accompanied carriages and other vehicles may be demanded in the period fixed for baggage in the second portion of paragraph 28. *The responsibility for indemnity for omission of delivery within this period, as a rule, does not extend further than the payment of ten thalers at the outside for every vehicle not arrived and for every commenced day of non-arrival.*

The declaration of higher interest in prompt delivery of accompanied and other carriages and vehicles, is made at the baggage office of the station of departure, and has only legal binding value, if it is noted by the baggage clerk on the transport ticket—for carriages without accompaniment, the declaration is made according to the regulations for goods.

In every case, an addition to the freight is charged at the scale of ½ pfenning for every mile, and for every 20 *thalers or fraction of* 20 *thalers of the whole sum declared, fractions of silbergroschen being counted as a full groschen, and with a minimum charge of three silbergroschen.*

e.—*Transport of live Animals.*

§ 40.—Receipt, loading and unloading.—Exclusion of sick and wild animals.

Live animals are only taken at, to, and from certain stations appointed for the purpose. The sender or receiver must himself attend to or cause to be attended to, the loading into and unloading out of the carriages, and also procure or cause to be procured the necessary means for the fastening up and tying up of the animals, and must satisfy himself of their safe stowage.

Sick animals or animals coming from districts in which there is a sickness prevalent among cattle are not taken.

The railway is not bound to transport living animals without a person in charge for every waggon, nor wild beasts.

Small cattle, and particularly fowl, are accepted for transport without accompaniment, but only in portable sufficiently well fastened cages (airy and sufficiently roomy receptacles); other cattle is only taken for transport in charge of persons, who must, unless an exception is made in their favour by the station master, take their place in the cattle waggon, and whose duty it is to superintend the cattle during the transportation.

§ 41.—Transportation of dogs.

The transportation of dogs takes place in separate compartments.

The dog's fare must be paid on handing it over, for which a ticket is given, on production of which, the dog is given up on completion of the journey. The management is not bound to keep dogs which are not fetched from the station immediately after arrival.

The provisions of this paragraph are only in force so far as regards dogs accompanied by passengers in passenger trains; in other cases the general rules contained in paragraphs 40 *and* 43, *are in force as regards the transportation of dogs.*

§ 42.—Transportation of horses.

The determination as to what trains horses may be conveyed by, and in what numbers, rests with the discretion of the railway authorities.

The horses must stand ready to be placed in their waggons at least an hour before departure of the trains. If the train starts at night or before seven o'clock in the morning, the horses must be announced before eight o'clock in the evening. The safe transportation of horses between intermediate stations can only be relied on, when previous arrangements have been made with the station master; on arrival at their destination, the horses are delivered on the return of the ticket which has been given for them, and they must be taken away at latest an hour after their arrival at the station. After the expiration of this period, a charge will be made for their detention, even if they stand in the open air at the station.

The fare of horses must also be paid at the station of their departure.

§ 43.—Transportation of other animals.

The railway authorities determine the number of any other animals to be forwarded at once, as also the trains by which they are to be forwarded. The taking single animals by a train, principally depends on whether there is suitable room for them, and can therefore not be determined beforehand. The fare is payable at the station of departure.

The animals must be brought to the station two hours before departure of the train, and if the train starts at night or before seven o'clock in the morning, they must be announced before eight o'clock on the previous evening.

On arrival at their destination, the animals are delivered up against return of the transport ticket, the discharge from the waggons and driving them away, must take place at the latest two hours after arrival at the station. At the the expiration of this time, a charge is made for their further detention for the period they may be allowed to remain.

Every kind of animal except dogs (see paragraphs 42 and 43), which are forwarded according to the provisions of paragraph 41, and animals in cages (§ 40, supplement) are to be given up at the goods department, against receipt of a transport ticket—animals in cages at the option of the sender, either in this manner or at the goods department, by means of a freight bill. (Division B, § 5.)

§ 44.—Responsibility of the railway for animals.

The liability of the railway for loss and damage to dogs, horses, and other animals in their charge for transportation, is determined by the convened conditions contained in the combined goods regulations for goods traffic, so far as these are applicable to the carrying of animals.

But the railway is not answerable for damage arising from any special danger to the animals in the transportation itself, and therefore gives no compensation, when the loss or damage occurs through escape, falling, knocking, suffocation of the animals, or for any causes during loading and unloading, during the transportation, or during the stay at the station.

Nor are they answerable for the damage arising from any danger which is avertable through accompaniment of a man in charge (§ 40). In this category all dangers may be classed which do not arise from such damage to the means of transport employed, for which the railway is responsible, particularly also those which may be averted by sufficient attendance on superintendence and feeding of the animals on the journey.

When compensation is due, the value to be ascertained and made good, both in cases of loss and of damage, shall not exceed the amounts declared by the sender in the form prescribed by the railway; when such a declaration has not been made, the amounts shall not exceed the following scale.

Thalers 150 (22*l.* 10*s.*) for a horse.
,, 70 (10*l.* 10*s.*) for a fat ox.
,, 50 (7*l.* 10*s.*) for a head of cattle.
,, 6 (18*s.*) for a calf.
,, 20 (3*l.*) for a fat pig.
,, 8 (24*s.*) for a lean pig.
,, 4 (12*s.*) for a sheep or a goat.
,, 2 (6*s.*) for a dog.
,, 10*s.* (30*s.*) per cwt. for other animals.

When declaration of value is elected an addition of one per mil to the price of transport is charged on the whole amount declared for every 20 miles or portion of 20 miles of the whole journey, with a minimum of 1-30th of a thaler, and fractions of groschen to count as a whole.

The declaration of a higher value on cattle delivered to the goods office for transportation takes place on the freight bill. (Division B, § 23.)

The declaration of higher value on cattle delivered to the goods office for transportation has only legal validity if inserted in the transport ticket by the goods clerk at the station of departure.

§ 45.—Time of delivery.

The time for delivery is according as the transportation takes place by passenger or by luggage trains, that for express or ordinary goods, and is calculated on the basis of the arrangements of the combined goods regulations, which also determine the consequences of postponed delivery and the rules as to declaration of interest in punctual delivery.

The delivery at destination of horses and dogs forwarded by passenger trains may be demanded in the time determined for the delivery of baggage (§ 28, second part.) The declaration of a higher interest in the punctual delivery of accompanied animals takes place at the baggage office of the station of departure and has only a legal value if it is inserted in the transport ticket by the baggage clerk. For unaccompanied animals the declaration is made according to the rules for merchandise laid down. (Division B, § 25.)

In each case an addition to the freight is charged at the rate of ¼ of a pfenning per mile for every 20 thalers or fraction of 20 thalers, wi tha minimum charge of 3 silbergroschen, and fractions of groschen counted as a whole.

B.

Regulations for the combined Merchandise Traffic on the Railways of the Combination of German Railways.

§ 1.—Operation of the regulations.

Every railway belonging to this combination undertakes, on the conditions of these regulations, the transportation of merchandise from and to all stations adapted for goods traffic without requiring the intermediation of an addressee, for the transfer of the goods from one railway to another.

This rule is not in force as far as regards personal baggage, cattle, and vehicles. (*See* Regulation A.)

For local traffic, that is for traffic between various stations in the territory of one railway, and for combined traffic between the stations belonging to various railways in the combination, the particular regulations of the railway and its reference to the combined railways are valid. (*See* introduction.)

§ 2.—Receipt of goods.

The railway is not bound to accept goods for transportation, which is not satisfactorily packed according to their judgment, or is not packed at all, whatever its nature may be, if in the opinion of the railway it requires to be packed, as security against loss or damage during the transportation. Such goods may be forwarded exceptionally, if the sender will acknowledge the wanting or imperfect packing by a declaration under his own signature, repeated on the freight bill.

Blank forms are kept in the railway offices on which the declarations by the senders in respect to want of packing or deficient packing are to be written. Particularly sugar in loose loaves is not taken without such declaration of the sender.

Cigars and victuals only in well roped packages sealed or plombed.

§ 3.—Objects excluded from transportation.

Documents, gold and silver bars, precious stones, pearls, diamonds, coin, platina, pictures, and objects of art, as also all goods in respect to which the interest for punctual delivery in reference to which the damage on delay in delivering would exceed the scale named in paragraph 25, are absolutely excluded from transportation on the combined railways.

Also, the above-named objects, so far as they are not obliged to be forwarded by post, are accepted for transportation.

It is, or will be, (wird) publicly advertised what objects are excluded from transportation on certain lines and for certain distances.

I.—The following are excluded from transportation altogether.

A.

1. *All such articles as by their constitution in weight, shape, or form or size, are not suited to the carrying appliances of the railway in the judgment of the forwarding officer.*
2. *All objects which by law must be sent by post.*
3. *All combustible articles and those causing danger of fire, as loaded guns, gunpowder, fulminating mercury and gold, fireworks, and generally everything liable to spontaneous combustion and explosion, with the exception of the objects specified in II. 2 to 7, as admissible under certain conditions, and percussion caps.*

B.

As express goods (§ 11).

All articles which in the judgment of the railway officials are, from their size, weight, dimensions, or structure inadmissible for transportation in passenger trains.

II.—The following articles are only taken for transportation under the conditions herein-after stated.

1. *Articles of which the single package weighs more than fifteen cwt. or the dimensions of which exceed the space of a waggon, and such goods as have been taken according to the tariff at reduced rates are to be loaded and unloaded by the respective sender and receiver if the railway management does not undertake to do this of their own accord.*

2. *Concentrated mineral acids are only taken in ballons, which must be well packed in a separate package, for which twisted baskets may be used. The baskets or cases in which the ballons have been packed, must have handles to facilitate their loading. Packages weighing more than 1½ cwt. may be refused.*
3. *Chlorate of potash must be carefully packed in paper, and the paper parcels must be enclosed in wooden barrels or cases.*
4. *Naphtha, hydrocarbon, photogen, polar oil, mineral oil, slate oil, &c., ether and ether oils may only be transported in double packages, that is in glass bottles containing the chemicals packed in tin or pewter boxes lined with chalk or sawdust.*
5. *Lucifer matches and inflammable saltpetre must be packed either in strong tin, or at least in very firm wooden cases, pasted over with paper of not more than 40 cubic feet contents, and must be so thoroughly well packed that the cases are quite full.*

   The contents of the cases must be distinctly marked on them.
6. *Phosphorus must, surrounded with water, be in soldered zinc boxes, which do not contain more than twelve pounds.*

   The zinc boxes must be firmly packed in strong cases, filled with sawdust, the cases well embaled in strong canvas, have two strong handles at the top ends and the upper side marked.
7. *Raw petroleum, also greasy wool and yarns, greasy wool and cotton yarn waste, and generally all that kind of greasy goods liable to spontaneous ignition, particularly shoddy and mungo, are only forwarded in open waggons and by goods trains.*
8. *Burnt lime is only taken for transportation unpacked; when covered, and at the demand of the railway, the sender has to provide the covers.*
9. *Unpacked hay and straw, also unpacked timber for fuel, are only admissible for transportation in covered waggons, and the senders and receivers respectively have to undertake the loading and unloading.*

The above articles specified in No. 2 to No. 7, are only accepted for transportation on certain days of the month announced by advertisement, so far as they are not forwarded in quantities of at least 40 cwt. at once, to one and the same place, or a freight on at least 40 cwt. paid for them.

For any quantities for which a separate waggon is given, the freight is payable on 40 cwt.

Whoever makes a false declaration as to the contents of packages containing goods excluded from transportation, or admitted thereto only on certain conditions on account of their danger, is not only liable to prosecution by the provisions of the criminal law and police regulations, but is liable to a fine of two thalers per pound in addition to the responsibility for all consequences arising therefrom.

§ 4.—Contract for transportation.

The contract of freight is made by filling out the way bill on the part of the sender, and by stamping on it the railway stamp as proof of its acceptance on the part of the officials at the goods office of the station.

The printing on the way bill of the goods office stamp only takes place after the delivery at the station of the goods specified thereon is completed. At this point the contract may be considered complete and the delivery to the railway of the goods as effected.

§ 5.—Way bills or freight bills.

Every parcel (sendung) must be accompanied by a way bill printed in the prescribed form and stamped by the railway officers.

Special forms of way bills not suited to other articles are to be made out with goods to be loaded and discharged by the respective senders and receivers for the goods specified in § 3 supplement II. 2 to 7, and for goods in charge of customs.

The following special regulations are in force in regard to the above:—

1. The way bill stamped as per § 4 serves as proof of contract between the railway and the sender, yet in the case of goods to be loaded and unloaded respectively by the sender and the receiver according to arrangement between the railway and the sender, the weight or quantity specified on the way bill is not binding on the railway. At the request of the sender the stamp of the goods office of the departure station may be imprinted on the way bill in his presence, but it is to serve only as proof of the date when the goods were despatched.

The acceptance of way bills which contain instructions at variance with the provisions of this regulation may be refused. Way bills which accompanied the goods in other conveyances before delivery to the railway are not accepted as addendum to the railway way bills.

2. In the way bill, after the place and the date on which it is made out are inserted, the goods are to be described correctly and distinctly by mark, number, quantity, mode of packing, contents and gross weight; but goods which by any special regulation of the receiving railway are not admissible by weight, must be described correctly and distinctly according to the provisions of such regulations.

The railway may demand that goods on which, according to the tariff, the freight is reckoned in the basis of normal weights, are given up, not by their weight but by the measurement on which the proportion has been stated in the tariff.

The way bill must contain the signature of the sender, and the distinct and particular description of the address of the receiver and the station.

A print or a stamp of the name of the sender may be taken in lieu of his signature.

If there are various routes from the station of departure to that of destination, the address on the way bill must indicate the route to be taken. If this is not done the forwarding officials at the risk of the sender determine the route which may seem to them most suitable.

The external marks of single packages must be correct and agree with the indications on the way bill.

3. The sender guarantees the correctness of the statements contained in the way bill, and will bear all the consequences arising from incorrect, indistinct, or uncertain descriptions in the way bill.

The railway goods department have the right to prove and verify, in case of need, in the presence of two witnesses at least, the correct description of the contents of packages as inserted in the way bill in the presence of the sender or receiver or their representative.

In case of incorrect declaration of weight or contents, every railway may levy a fine according to their own by-rules in addition to the difference of freight.

The conventional fine is fixed at double the amount of the freight retained.

4. If the sender requires a receipt for the delivery of the goods at the railway, he may, when the rules of a railway do not permit receipts to be given, hand in two copies of the way bill, one of which is returned him stamped and completed with the word duplicate on it. This duplicate has not the validity of the way bill accompanying the goods nor of a loading ticket.

5. Loading tickets are not granted.

6. Goods sent to places not on a line of railway. In this case the sender must indicate on the way bill the station from which the receiver has himself to send for the goods (cfr. §§ 16 & 20).

7. The form for way bills is shown in the supplements A. and B., and is purchaseable at the station of the united railways.

Way bill forms are to be purchased at every station at the prices fixed in the tariff.

§ 6.—Orders respecting duties and taxes.

The sender is required to give the necessary papers which have to accompany all kinds of goods subject to collection of duties and taxes to the railway with the way bill when such goods are liable to examination for duty before delivery to the addressee. The railway is not bound to satisfy itself of the necessity or correctness or sufficiency of these accompanying papers, and neither the railway receiving such goods and accompanying papers, nor their successors, if they go by another railway, are answerable for the consequences of insufficient papers accompanying such goods. On the other hand, the sender is liable to the company for all fines and damages which they may incur on account of the want of or incorrectness or insufficiency of the accompanying papers.

If the railway undertakes, in consequence of the special request of the sender expressed in the way bill, when the declarations and documents of identification are added as required by law, to conduct the examination of goods for duty and taxes and advance any import, export, and transit dues as well as other public dues and levies as far as is according to law, and have not to be paid either at the station of departure or that of arrival, they do not thereby accept any liability. By such a special request as expressed above, the railway is not bound to undertake the mediation and has the right to give it to a forwarding agent if no intermediating agent is named in the way bill.

If the sender should have ordered a disposal of his goods such as in the particular case is now admissible by law, it is taken for granted that he agrees to the railway having the business done according to the way which in their judgment appears to be most to his interest.

If the railway were to undertake the transportation of goods given them with a way bill at the frontiers of the

country in which the goods are liable to duty without receiving from the sender the necessary accompanying documents of the duty office for transmission to the place of destination or to the place at which the declaration for duty has to be handed in, both sender and receiver would be liable to the railway for recovery and redress of all damages and detriments arising from all incorrectness, faults, and omissions in the way bill declaration of the sender which the railway would incur as carrier of the goods having the obligation to produce a declaration for duty in accordance with the particulars contained in the declaration on the way bill.

The sender has to enumerate in the way bill the documents he has added to it for the tax and duty treatment of the goods. The railway is not responsible for accompanying documents which are not specified in the way bill.

§ 7.—Calculation of freight amounts.

So long and so far as no through tariffs are published, the freight is calculated on the published tariffs of the separate railways added together. In addition to the charges stated in the tariffs for delivery, transfer, and reloading, nothing may be charged.

Cash outlays of the railways, such as transit, import and export duties, costs of taking over any necessary repairs to the goods which they might require during their transportation on account of their internal or external condition, are to be refunded.

If any special railways collect the goods from the warehouses of the senders, or get them discharged from vessels, or deliver them at the warehouse of the receiver or at any different place, such as packing yards, public warehouses, examining booths, vessels, and so on, the prices for such services are to be charged as stated in the tariff.

The freight is calculated by toll weight, the cwt. of 100 pounds equal to 50 kilogrammes, but on such goods as are not taken by weight, according to the rules laid down in the tariffs of the separate railways by the size of the waggon, or by cubic contents or cubic measure.

The weights are ascertained either by actual weighing at the stations or by calculation on the basis of the comparative rates given in the tariff. Parcels of less than half a cwt. are taken as half a cwt., and above that weight are divided into tenths of a cwt., each commenced tenth of a cwt. counting as a full tenth. This calculation of weight is, however, not to prejudice any minimum freight charge set down in the tariffs of any single railways.

The sender may be present at the determination of weight. If he should demand a re-weighing or other means of ascertaining the weight, before the goods are loaded, in his presence or that of his representative, he must pay weighing money at the rate fixed by tariff. All articles in one way bill subject to the same rate of freight are added together to make one total amount; but packed articles of weight under 20 lbs. may be charged separately.

The freight to be charged is rounded off in entire groschen, or kreutzers, so that in the thaler currency amounts under half a groschen are not counted, while half a groschen and over is counted as a whole, and in the gulden currency fractions of kreutzers are reckoned as whole ones.

Any goods loaded by the senders, according to the rules of separate railways, must not exceed the capacity of the waggon as stated on the same.

For overloading, the railway may levy a fine according to special rules without prejudice to their claims for other damages resulting therefrom.

The fine is fixed at double freight on the amount withheld.

§ 8.—Payment of the freight.

Freight must be paid on giving up the goods for transportation, or by the receiver at destination; the railway may, however, demand prepayment, and particularly perishable articles, or those of insufficient value to cover it, the freight must be paid in advance.

§ 9.—Charges forward and commission.

At their own option the railway may charge forward disbursements due on goods on their arrival at the station; the specification of such items may, however, be demanded. These charges are paid in cash to the sender after having been collected from the addressee.

The special regulations of the separate railways may determine whether advances are permissible on the value of the goods.

Advances on the value of the goods up to 100 *thalers* (15*l.*) *are permissible on the same conditions as charges forward if they are amply justified by the value according to the judgment of the forwarding railway officer.*

Commission on disbursements charged forward is only to be charged once at the rate fixed by tariff at the station of departure. Freights and charges are free of commission from one railway to another in cases where goods traverse more than one company's line. Commission on cash outlays by the railway, which are also charged forward, is also charged at a rate fixed by tariff.

§ 10.—Reception of goods.

The railway is not bound to receive goods for transportation before the transportation can take place, therefore, especially not in cases when the regular means of transport do not suffice for the business offered.

§ 11.—Delivery to the railway of the goods and transmission.

The goods must be delivered to the railway in the appointed hours for forwarding, and is forwarded according to the declaration of the sender either as ordinary goods or as express goods. (§ 14a.)

The forwarding offices are open to the public, in summer, from seven o'clock; in winter, from eight o'clock in the morning until seven o'clock in the evening, with the exception of a time for dinner, which is affixed at the forwarding office or advertised in a local paper. On Sundays and holidays ordinary merchandise is not received for transportation, nor delivered at the address at the station of arrival. Express goods are received and delivered on Sundays and holidays, but only at certain hours, made known once for all by placard in the forwarding offices and advertisement in a local paper.

Express goods must be given up (supplement B.) with a way bill printed on red paper, and will be forwarded in preference and as quickly as possible.

Ordinary merchandise, which are to be given up with a way bill, according to supplement A., are forwarded as far as possible, according to the rotation of their receipt.

The placing of waggons for such goods as are loaded by the sender himself, must be procured for a particular day, and the loading be completed in the time fixed at the station.

This time is made known by being affixed in the goods offices, also by advertisement in local papers.

§ 12.—Time for delivery.—Calculation of the same.

Every railway publishes periods for delivery. By adding the periods for delivery of the several railways concerned in the transportation, the time for delivery of the combined railways is arrived at. It commences at midnight following the date of the stamp on the way bill, paragraphs 4 and 5, and is verified if within the period the merchandise is taken to the warehouse or place of business of the addressee, or to such persons as, according to § 19, the delivery may be legally offered to, or in case such delivery may not take place at the warehouse or place of business of the addressee, if a written advice of the arrival at the place of destination has been sent to the addressee by post or other secure means.

The following maximum periods for delivery are determined for the territory of every board :—

A.—*For Ordinary Merchandise.*

For a transportation up to 20 *miles,* 3 *days; for greater distances, one day in addition for every additional* 20 *miles commenced.*

B.—*For Express Goods.*

For a transportation up to 20 *miles,* 24 *hours; for greater distances,* 12 *hours more for every additional* 20 *miles or fraction of* 20 *miles.*

In the periods for delivery A. *and* B., *the addition of respectively* 12 *and* 24 *hours is admissible only in the following cases :—*

a. *If the transportation is made by a train which, according to the time bill, remains overnight at any station.*

b. *If the goods do not remain in the direct course of the main line, but branch off to a neighbouring or branch line, or have to pass a river over which there is no bridge, or pass over from the territory of one management to that of another adjoining management.*

The period for delivery does not count during the operation of customs formalities. The management reserve the right, during fairs and other periods of excessive traffic, to determine and to publish additional periods for delivery.

For goods which are addressed at a station restante, to be called for, the time for delivery is held accomplished if the goods are at the station ready for delivery within the same.

§ 13.—Temporary prevention of transportation.

If the continuation of railway traffic be prevented by natural causes or other circumstances for a time, the sender is not bound to wait until the cause of prevention of traffic be removed, but he may cancel the contract on paying the railway indemnity for the costs of preparing to send the goods and of unloading them, which is fixed by tariff. He must also pay freight on so much of the journey as has been performed.

The dues for preparing for transportations and for unloading are stated in the tariff.

§ 14.—Advising and delivering goods.

The railway is bound to deliver the goods and the waybill to the addressee indicated on the way bill.

Subsequent orders of the sender to return the goods, or deliver them to a different consignee than the one originally stated on the way bill, must be acted upon by the railway if they have not on receipt of them already delivered the way bill to the address stated on it.

In such case the sender must, on demand, return the duplicate way bill (§ 5, No. 4), or the receipt for the goods which may have been given him.

The railway is not bound to consider any other instructions than such as were given at the station of departure.

If the way bill should already have been given to the addressee when the goods arrive at the station to which they are destined, the railway has only to follow the instructions as to the delivery of the goods of such addressee, as in the other case they would be liable to him for the goods.

In the case of goods which the railway do not undertake to deliver to the depôt, or the warehouse of the addressee, written advice of their arrival will be sent him by messengers, by post, or other customary way.

In cases where the railway think it desirable there will be contractors for collection and delivery of goods, both in the towns and for districts in the neighbourhood of towns on the lines of railway, and for these paragraph 18 *of the regulations is applicable.*

The tariff of dues to the contractors for collection and delivery will be hung at the goods office for public information.

Such consignees of goods as may desire to send to the station themselves for their goods, or avail themselves of different means of delivery than the contractors appointed by the railway, must give notice at the goods office in sufficient time before arrival of the goods, and, if the goods office require it, such notice must be in writing, with authenticated signature.

All goods subject to the control of customs, and which by customs order, or for any other reason, have to be delivered to Government warehouses or depôts, are excluded from the power of being sent for by the consignee. Goods addressed to be left at the station are not advised.

After payment of what freight and other amounts for disbursements and charges may be due on the goods, and handing up the certificate of receipt completed according to regulations, and showing the acquitted way bill, the delivery of the goods at the goods offices, and the placing of the waggons for discharge at the appointed localities takes place, subject to the following regulations regarding time.

1. The goods are to be taken away within 24 hours after advice of their arrival within the prescribed hours of business.

Goods addressed station restante, also goods of such consignees as have once for all, in writing, desired no advice to be sent them, are to be taken away twenty-four hours after arrival.

2. *The periods within which goods which were loaded by the senders, and have to be unloaded and taken away by the consignee, are fixed by the separate rules of each management.*

These periods are made known by being hung in the goods offices at the stations, and advertised in the local journals.

3. Intervening Sundays and holidays are not counted.

4. In case of the non-arrival of a portion of a parcel of goods on one way bill, of which each portion has an independent marketable value without reference to the rest, the consignee may not refuse to receive the portion come to hand, and to pay the freight on the same, without prejudice to his right of damages, or indemnity as per § 17.

The advice and delivery of express goods must take place in the shortest possible time, as stated in the special rules on this point.

Express goods, unless extraordinary circumstances make a longer time necessary, are advised within two hours, and delivered at the warehouse of the consignee within six hours of their arrival.

Advice and delivery of any express goods arriving later than six o'clock in the evening can only be demanded the following morning.

§ 14a.—*The receipt and delivery of goods other than through the contractors employed by the railway, takes place at the goods warehouses, or at the waggons when the loading and unloading is done in the open air. Thus the loading from, and discharging into, country carts is the business respectively of the sender and of the receiver.*

§ 15.—Warehouse rent and convened fines.

1. Whoever takes back goods from the warehouses or waggons of the railway, which had been given for transportation, without any of the reasons stated in § 13 before they are dispatched, has to pay not only the charge for loading and unloading, but a charge for rent for every day or portion of a day, at the demand of the management.

If a sender requires the delivery of his goods at an intermediate station of the journey to which they were originally sent, and the management consents to fulfil such request, the freight on the distance traversed has to be paid, besides a fine.

2. A warehousing charge can be made in case of a delivery in portions of goods specified in one way bill, or when a way bill is incorrect or incomplete, and the goods have in consequence to be detained for the correction or completion of the way bill more than 24 hours, of a certain rent for every 24 hours delay, for the completion of the delivery of the goods, to agree with the way bill.

A convened fine, for the amount of which the railway may demand security when the order is given, may be charged to any one not loading such goods as have to be loaded by the sender within the time stated in the special orders (supplement § 11, at the end), and at the expiration of the time, the railway has the right to remove the goods which are loaded from the carriage at the expense of the sender, to put the goods which are unloaded in the warehouse at the owner's expense and risk, and to remove the waggons from his disposal.

3. Whoever does not take away goods on freight within the fixed time has to pay rent on them.

4. If goods loaded by the sender are not unloaded and fetched away by the consignee within the time stated in § 14, No. 2, the railway is empowered to unload them at the expense of the respective sender or consignee, however, without undertaking any guarantee for them, and may also, by special laws, charge a conventional indemnity for warehouse rent, or as rent or fine for delay of waggons.

5. In the case of goods of which the receipt could not be communicated to the consignee, and with goods at the station to be sent for, the charge for rent and fine for delay of waggons commences at the expiration of the periods determined in the special laws.

(Supplement to § 14.)

6. The tariff of freights contains more particular determination as to the rates and ways of calculating these conventional fines for rent and delays of waggons.

§ 16.—In case of delays in delivery.

Goods, the receipt or delivery of which is refused or has not been effected in proper time, and goods the delivery of which has become impracticable; also, such as, addressed station restante, remain at the station longer than the proper time, without application having been made by the consignee, are stored at the expense and risk of the sender.

The railway has also the right to place such goods either in a public store or to place them in the hands of a respectable forwarding agent at the disposal of the sender, for account and risk of whom it may concern, and charge forward their outlays and expenses on them.

The railway shall equally have the power to take such goods back to the sender, freight and return freight at his expense, as well as rent and all disbursements, in case he does not order a different disposal of them within fourteen days of information having been sent him by the railway.

The railway has the right to forward goods destined to a place not in the line of railway, to their destination, at the risk and expense of the sender, by means of a forwarding agent or otherwise, unless the sender shall have given them other orders as to the further transmission of the goods without delay.

The above order does not refer to goods sent to places away from the railway between the stations, and for which contracting agents for delivery have been appointed. (Postscript order to § 14, part 2.)

The sender implies his consent in delivering goods to the railway that if they be of a perishable nature and their receipt and delivery shall have been refused by the consignee

or not effected in proper time, or their delivery be not practicable, if they are likely to be spoilt quickly and are worth the freight, but not the return freight, that the railway sell them without further formality to reimburse themselves for freight and outlay, handing the sender the surplus realized.

The above also applies to when the consignee is not to be found and when the sender is not known.

Unowned Goods found in the territory of the railway are also subject to the orders of supplement A. § 33, and postscript.

§ 17.—General liability.

In the combined railway traffic all the combined railways are not liable as carriers for the whole transportation nor all those which have undertaken the transportation according to the way bill, but only the first and the last one which has taken the goods by the way bill. Any of the middle and intermediate railways over which the goods have passed can only be held liable as carriers if it can be shown that the damage for which indemnity is claimed occurred in their line.

The rights of railways amongst each other are not affected hereby.

§ 18.—Liability of railways for their servants.

The railway is liable for its servants and for any persons employed by it in executing the transportation of goods undertaken.

§ 19.—Extent and duration of liability.

The railway is liable for damage arising through loss or injury to goods from the time stated in § 4 to the time of delivery unless they prove that the loss or injury has arisen from causes over which they have no control (vis major), or from the nature of the goods, or from natural decay, diminution, ordinary leakage, &c., or through insufficient packing, not externally perceptible. The delivery to packing yards, store houses, examination warehouses, and the like, also, in cases stated in § 16, the delivery in a public warehouse or to a forwarding agent, are considered equivalent to delivery to the consignee.

Goods may not be considered lost until four weeks after the time for delivery. The receipt of the goods by the consignee named in the way bill or by his servants or by any of the above stated persons to whom the delivery may legally be made and the payment of the freight cancels all claim against the railway.

The railway can only be held liable to make good any such damage as was not perceptible on delivery of the goods, even after the delivery as before stated has been effected and the freight paid, if the establishment of the fact of the loss or damage be made without delay on its discovery and the claim in writing has been made to the railway management within four weeks, and when it is shown that the damage or loss occurred during the period the goods were in the railway's possession.

In addition, all claims on account of entire or partial loss or damage to the goods are invalid if not made within one year from the day the delivery should have taken place, and if the goods were received and the freight not paid, all claims for damage or partial loss of the goods are invalid if not made within one year from the day the delivery was effected.

§ 20.—Limitation of liability on goods which are sent not to railway stations.

If goods taken are on a way bill addressed to a place which is not on a line of connecting railway, the liability of the railway does not extend to the whole distance but only for transportation to the place at which the railway carriage ends. In reference to the further forwarding only the liabilities of forwarding agents are incurred.

In regard to the contract deliveries appointed by the railway management between railway stations and places lying off such stations (supplemental orders to § 14, part 2), the liability of railways extends for the transportation to their destination of the goods.

§ 21.—Limitation of liability where several destinations are given.

If the sender has stated on the way bill that the goods are to be delivered at or are to remain at a station of the combined railways, the liability of the railway for transportation only extends to such place, and the railway is only answerable for delivery to such place, notwithstanding a different destination may have been given on the way bill.

§ 22.—Special limitations of liability.

1. In reference to goods, which by their nature are exposed to particular danger of entire or partial loss or detriment, such as breakage, rust, rot, decay, unusual or excessive leakage, spontaneous combustion, and such like, the railway is not liable for damage arising from such causes, and therefore particularly not

a. generally; with dangerous substances, as sulphuric acid, aquafortis, and other burning articles or easily inflammable goods.

b. For breakage with brittle articles, as furniture and household utensils, glass, cast iron, full or empty vessels, bottles and glass vases, sugar in loose loaves, &c.

c. For leakage; that is, when the fluids escape through the fastenings of the barrels without external injury.

d. For decay; with fluids and other articles which easily ferment or decompose, or suffer by frost or heat.

e. For rust in metals.

f. For loss in weight with fresh or salted fish, oysters, and southern fruits.

2. In reference to goods carried in open waggons by agreement with the sender, the railway is not answerable for any damage arising from that method of transportation.

The tariff specifies the description of goods which the railway may carry at a reduced rate in open waggons, and the sender is understood to consent to this method of transportation unless he specially, by written notification on the way bill, requires his goods sent at the ordinary normal class tariff.

3. The railway is not responsible for dangers arising from insufficient packing of goods when the sender has stated in the way-bill that they are not packed, or are only partially packed, if, notwithstanding the nature of the goods, they require to be packed as a protection against loss or damage during transportation.

4. The railway is not liable for damage arising from bad loading and unloading of such goods as by agreement with the sender are to be loaded an dunloaded respectively by the sender and the receiver; on the other hand, the senders and the consignees respectively are liable to the railway for any damage to the waggons occurring during such loading and unloading.

5. In accompanied goods the railway is not liable for any damage which might have been prevented by the person in charge.

6. In all the above cases provided for by No. 1 to 5, it is taken for granted, unless the contrary be shown, that the damage arising out of the dangers not undertaken on the part of the railway have really occurred from the same.

7. The limitations of liability stated above, No. 1 to 5, do not hold good if it can be shown that the damage has occurred through the fault of the railway or their servants.

8. Loss of weight is not made good if the loss does not exceed one per cent. in dry goods for the whole distance; in wet goods and the following, which are treated in the same category, grated and powdered dyewoods, barks, roots, sweet wood, cut tobacco, fat goods, soaps and solid oils, fresh fruits, fresh tobacco leaves, sheep's wool, hides, skins, leather, dried and baked fruit, (other goods in this category must be named in the special orders,) two per cent. of the weight set forth on the way bill and certified at the station of departure. This rate, in cases where many packages are on one way bill, is calculable separately on each package, if the weight or the measure of the separate packages is stated on the way bill or can be otherwise proved.

In reference to loss of weight, the following may be added to the list of wet goods:—Animal substances, horns, claws, bones (entire and ground), dried fish, hops, and fresh cement or plaster (kitt).

The aforesaid freedom from liability provided for, does not operate when and so far as is shown that the loss according to the circumstances of the case did not take place from the nature of the goods, or that the per-centage does not suit the nature of the goods, and other circumstances; nevertheless, the separate managements reserve the right to fix a higher rate than two per cent. according to the nature of the special goods, up to which a claim for short weight cannot be made, in the case of goods loaded by the sender or unloaded by the consignee.

§ 23.—Money amount of liability.

Any indemnity to be made by the railway according to the provisions of the above paragraphs, is to be calculated in money on the following principles:—

1. In case of total or partial loss, the calculation of damage is made on the basis of the trade value to be proved by the claimant of damage, and in default of this the trade value which similar goods would realize at the time and place to which the goods on which a claim is made were deliverable, deducting the duty, freight, and charges not incurred in consequence of the loss of the goods.

2. For the purpose of calculating damage, however, the common trade value is not taken higher than twenty thalers (3*l.*) per cwt., unless such higher value is expressly stated in the place for the purpose on the way bill.

3. In case of a declaration of higher value, the declared amount is the maximum basis of the damage to be made good. In this case the sender has to pay an addition to the freight of one-tenth per mile of the whole declared value for every 20 miles, or commenced 20 miles, which the goods have to traverse within the separate or combined railways, with a minimum charge of one-thirtieth thaler, and rounding off of fractions to entire groschen.

4. In case of damage to goods, the decreased value of the goods is calculable in proportion to the sound value ascertained, as per No. 1, to the maximum value, as per Nos. 2 and 3.

5. The separate railways reserve the power to charge the insurance premiums, even when the goods are not declared at a higher value than 20 thalers per cwt.

§ 24.—Liability for omission of time for delivery.

The railway is liable for damage which has arisen from omission of delivery in due time (§ 12), so far as they cannot show that they could not prevent the delay by the exercise of the ordinary care and vigilance required of a carrier.

By receipt of the goods by the persons specified in the way bill, or by their servants, or by any persons to whom the delivery, by § 19, may legally be made, and by payment of the freight, all claims for omission of delivery in due time are released. If the goods are not accepted or the freight not paid, these claims are invalid after a year. This period commences with the expiration of the day on which the delivery took place, and if has not taken place with the expiration of the time for delivery.

§ 25.—Money amount of liability for delay in time of delivery.

The amount of indemnity for damage shown to be incurred by delay in the time of delivery, shall, in case the delay is not more than 24 hours, not exceed half the freight, and in longer delay than 24 hours shall not exceed the whole freight.

If the sender wishes to insure himself a large amount by the declaration of a certain sum, as the extent of his interest in punctual delivery, he must hand over the goods in the local traffic office at the station of departure under the regulations for these cases, see § 3.

The statement of a certain amount as the interest for punctual delivery, is made by entry of the same in a column provided for it in the way bill. The same must, to be valid, be written in the column provided for it, in words at length, and certified by the clerk of the goods office.

If the sender has fixed a certain amount in this form, as the interest in punctual delivery, the railway is bound to indemnify him over and above the amount of freight up to such declared sum at the outside for the shown damage.

In this case, however, an addition to the freight is charged for every three thalers of the declared sum, fractions of three thalers counted as one, for the first 20 miles, one pfenning; for the next 30 miles, half-pfenning; for every further 50 miles, half-pfenning. Commenced 20, 30, and 50 miles respectively count full. Pfennings over are counted as silbergroschen, and the smallest freight addition is one silbergroschen.

§ 26.—Change of these regulations.

The power to change these regulations is reserved.

Until the issue of new regulations the same will be published in a public newspaper, at every seat of a railway management. In the same public newspapers will also be advertised if these regulations should cease to have force. Also will be advertised in the same public newspapers if any railway management should leave the combination, or any other should join it.

Berlin, 3rd September 1865.

Appendix CC.

Communications from Mr. Peter Roe on the results of lowering Fares on the Newry, Warrenpoint, and Rostrevor Railway.

Sir, 5th February 1866.

Referring to my letter to you of the 3rd instant, permit me to add that my reduced third-class fare is now *exactly* one halfpenny per mile for return journey, and second-class a fraction over *three-quarters of a penny* per mile.

The population of Newry at our end of the line is about 13,000, and of Warrenpoint, at the other end, 2,000.

What, therefore, may reasonably be expected from the adoption of these reduced fares between any two points on some of the leading Irish lines where there is four times the population?

I am, &c.

W. Pole, Esq. Peter Roe.

Newry, Warrenpoint, and Rostrevor Railway.

General Manager's Office, Warrenpoint,

Sir, 1st February 1866.

The following, in connexion with my evidence before the Royal Commission, may not be unworthy of your notice.

On the 1st *October* last I took possession of this line for a period of seven years under working arrangements, namely, a *per-centage* of the net *earnings*.

I found the fares, particularly third-class, nearly one penny per mile, which I considered *too high*, and on the 1st of January I reduced the third-class 20 and the second-class 15 per cent.

The result for the month now closed is—

Increase in number of passengers, 757.

Increase in receipts for same, 11*l.* 13*s.* 4*d.*

Now, it may be said that this is a pleasure line, and therefore no criterion for other lines. No doubt it is in summer a pleasure line, but for the past month I can positively assert that no parties were moving about, on pleasure at least, over this line.

I therefore maintain, *although I stand alone amongst the railway managers in Ireland in this opinion*, that low fares produce beneficial results to the railway company as well as to the public at large.

I hope at the termination of the current half year to be able to show you that the reduction alluded to has given me some *thousands* more *passengers*, and some hundreds of pounds more money.

I need scarcely say that the increased number of passengers did not add one *single farthing* to my expenditure.

I am, &c.

W. Pole, Esq., Sec., Peter Roe.
Royal Commission on Railways,
House of Lords.

Sir, 13th April 1866.

I have the pleasure to enclose you a return of my passenger traffic for past three months compared with corresponding period last year, when the fares for third class was 20 per cent. and the second class 15 per cent. higher than I have been charging this year.

The result, as you will perceive, is a *practical proof* that low fares give increased revenue as well as greater public accommodation.

I am, &c.

W. Pole, Esq., Peter Roe.
Royal Commission, House of Lords.

Newry and Warrenpoint Railway.

Passenger Traffic, Three Months ending 31st March 1866.

Passengers,	first class	3,000
,,	second class	2,245
,,	third class	15,277
	Total	20,522

Receipts 595*l.* 4*s.* 10*d.*

Newry and Warrenpoint Railway.

Passenger Traffic, Three Months ending 31st March 1865.

Passengers,	first class	2,843
,,	second class	1,785
,,	third class	12,427
	Total	17,055

Receipts 567*l.* 11*s.* 8*d.*

Increase in favour of 1866:—

Passengers, 3,467; amount, 27*l.* 13*s.* 2*d.*

Peter Roe.

13th April 1866.

ROYAL COMMISSION ON RAILWAY

Appendix C.D.

1862 1863

January February March April May June July August September October November December January February March April May June July August September October November December January February March April May

GREAT WESTERN RAILW

DIAGRAM SHEWING COMPARATIVE WEEKLY R

Red. Shewing Total Receipts. Orange. Shews Goods R

Shews Mileage Shews Passeng

Day & Son (Limited) Lith.

1864. 1865. 1866.

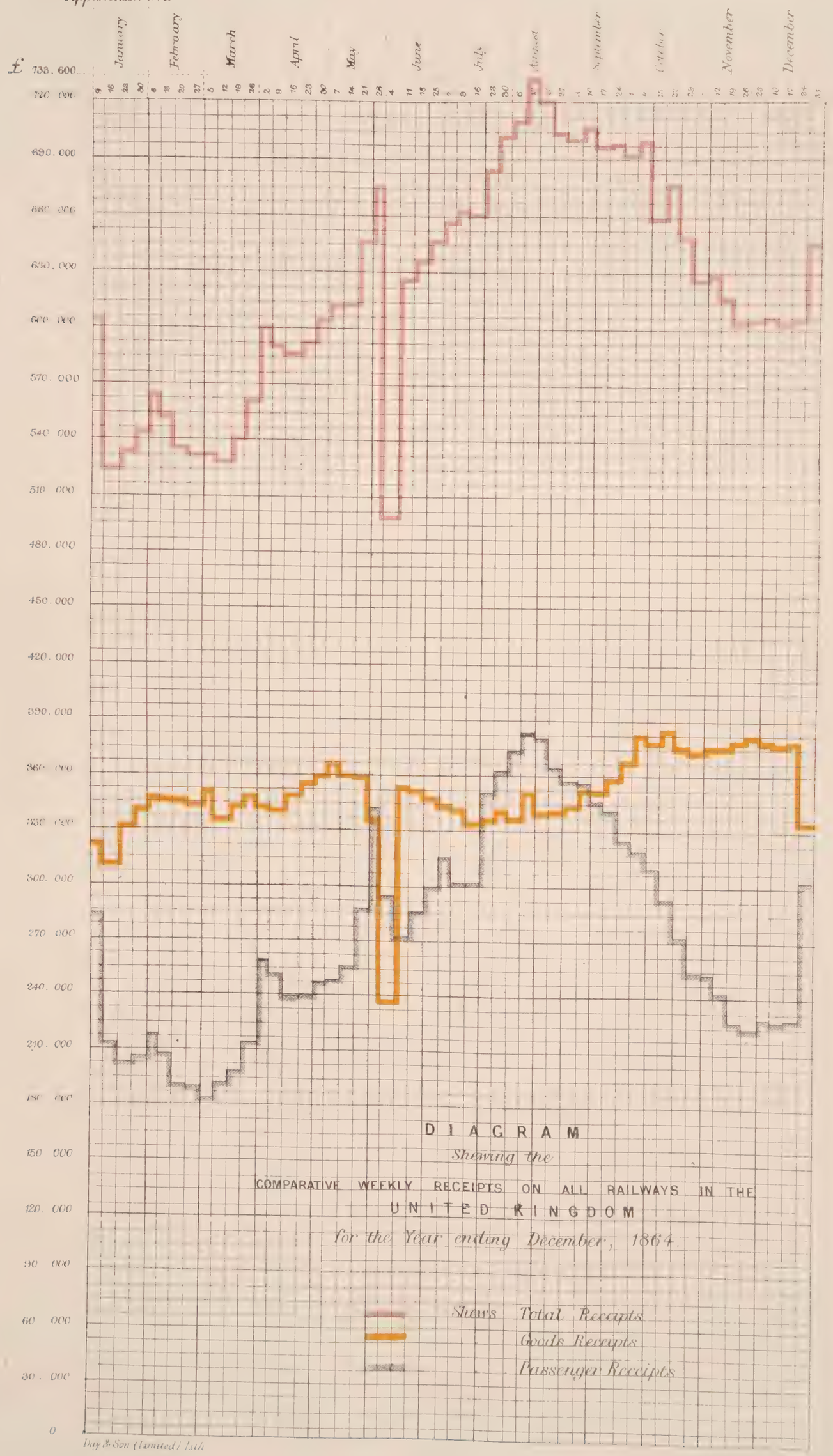
July August September October November December January February March April May June July August September October November December January February

Y.
EIPTS.

Handed in with Mr. Grierson's Evidence.
February, 1866.
(See Question N° 13,475.

Appendix C E.

Appendex. C.E



Handed in with Mr Grierson's Evidence
February. 1866
(See Question N° 13, 485)

ROYAL COMMISSION ON RAILWAYS.

Appendix C.F.

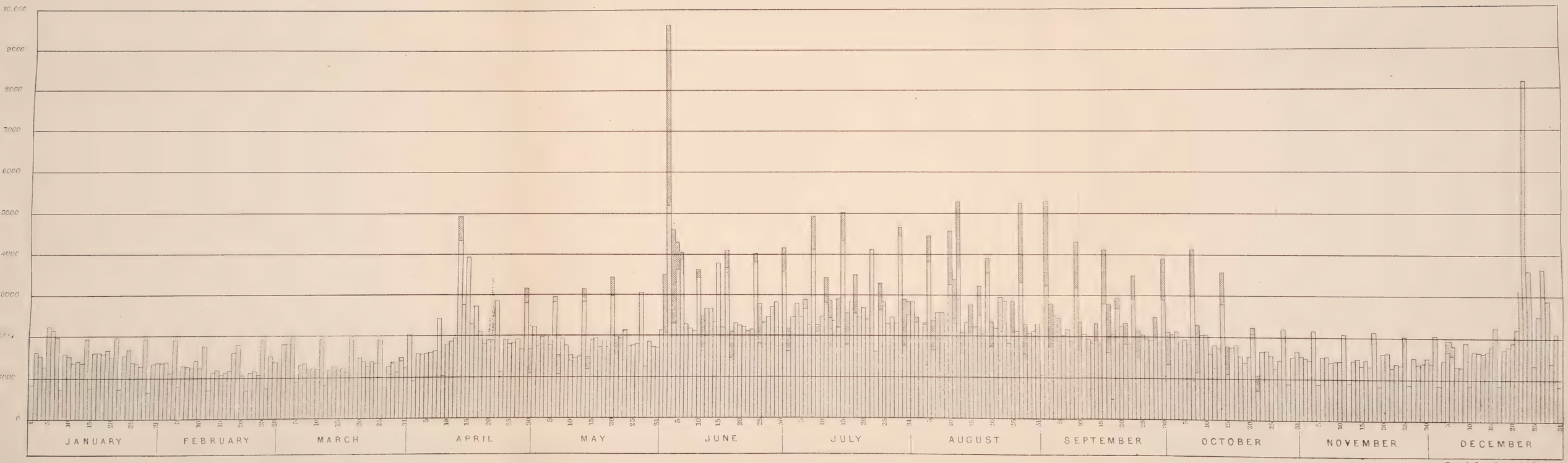
DIAGRAM SHEWING THE NUMBER OF PASSENGERS BOOKED OUT OF PADDINGTON STATION EACH DAY DURING 1865.

HANDED IN WITH MR GRIERSON'S EVIDENCE FEBRUARY 1866.

See Question N° 13,485.

Shews the Ordinary Passengers.

Excursion Passengers.



Day & Son (Limited) Lith.

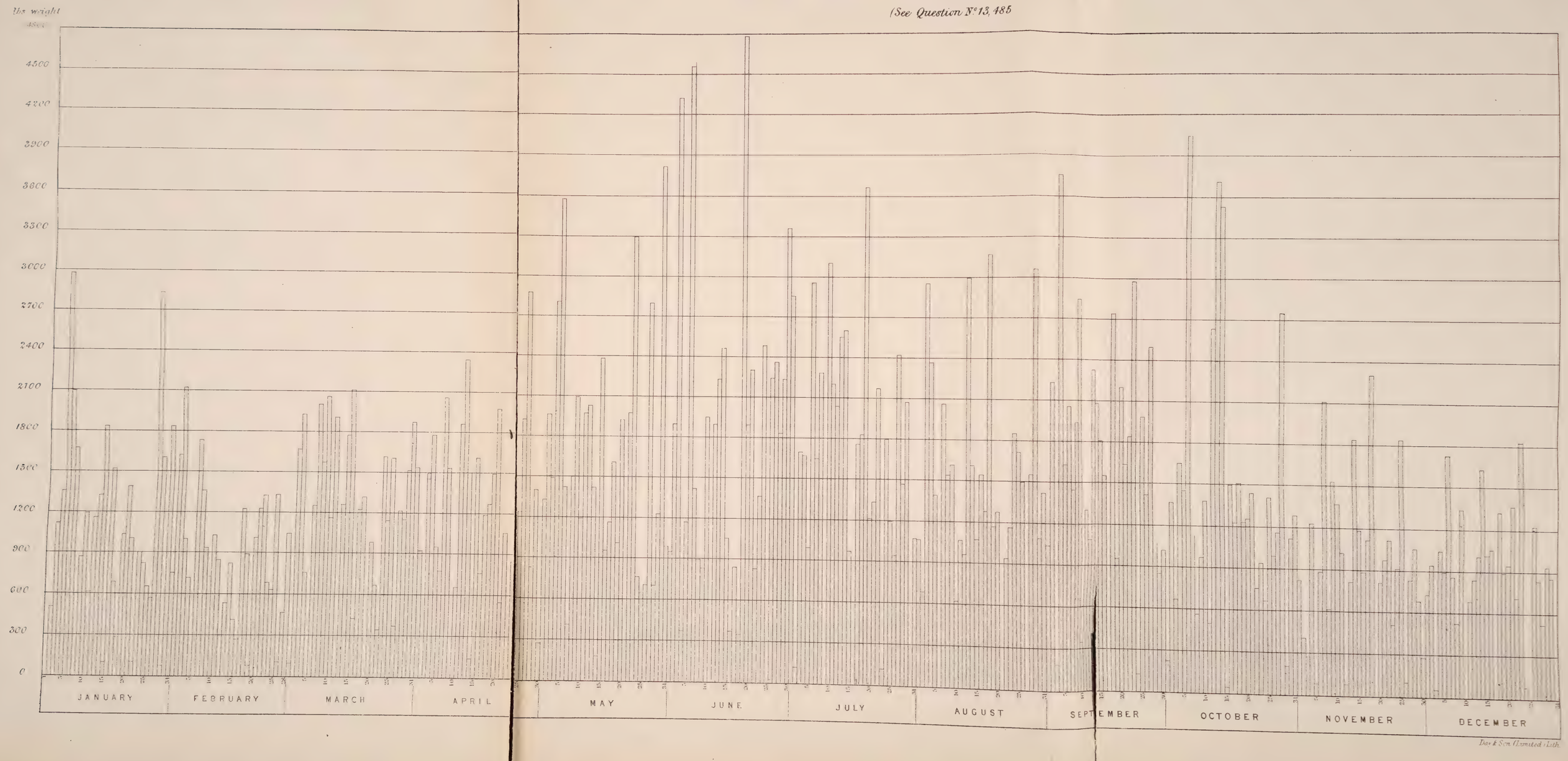
ROYAL COMMISSION ON RAILWAYS.

Appendix C . G .

DIAGRAM SHEWING THE WEIGHT OF EXCESS LUGGAGE AT PADDINGTON STATION EACH DAY DURING 1865.

HANDED IN WITH Mr GRIERSON'S EVIDENCE, FEBRUARY 1865.

(See Question N° 13,485



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Appendix CH.

Regulations for the Transport of Passengers and Goods on the French Railways.

The following Regulations have been translated, expressly for the Commission, from those published officially in the "Recueil Général des Tarifs des Chemins de Fer, par Napoleon Chaix & Co., Paris, Octobre "1865," a work which appears quarterly, and contains full particulars of the rates charged, both for passengers and goods, on all the French railways.

The Regulations selected for translation have been those of the "Chemin de Fer de l'Est," but they are very similar on all the lines.—April 1866.

Note.—In making this translation it has been considered expedient to retain the money, weights, and measures in their original denominations.

The following data will serve for their conversion into English units when required.

Money.

25 francs = 1*l.*
1 franc or 100 centimes = 9·6*d.*

Weights.

1 kilogramme = 2·21 lbs. avoirdupois.
100 kilogrammes = 221 lbs. or nearly 2 cwt.
1,000 kilogrammes = 2206 lbs. or nearly 1 ton.

Measures.

1 mètre = 3·28 English feet.
1 kilometre = 1094 yards or about $\frac{5}{8}$ of a statute mile.

For Rates.

1 franc per kilometre = 15½*d.* per mile nearly.

Or, multiply the number of *francs per kilometre* by 15·45. This will give the number of *pence per mile.*

A.

FOR QUICK SPEEDS.

(The Speed of Passenger Trains.)

Conditions of Application of the General Tariffs.—Passengers, Luggage, Articles of "Messagerie," Merchandise, Provisions, Milk, Finances, Valuables, Objects of Art, Dogs, Carriages, Funerals, Animals.

CHAPTER I.

Passengers.

Rates for Transport and Conditions of Application.

Art. 1.—The charges for the transport of passengers are fixed according to the tables to be seen hereafter (referring to the special published fares of the Company) not exceeding the following maxima:—

1st class (covered carriages lined and shut in with plate glass) - -	0 fr. 112	each passenger per kilometre.
2nd class (covered carriages shut in with plate glass, and with stuffed cushions).	0 fr. 084	
3rd class (covered carriages, and shut in with common glass) - -	0 fr. 0616	

Art. 2.—For soldiers or sailors travelling in a body, as well as for soldiers or sailors travelling alone on service, or sent on furlough, or returning to their homes after liberation, the charges are fixed after the following rates, representing one quarter of the legal tariff:—

1st class - - -	0 fr. 028	each passenger per kilometre.
2nd class - - -	0 fr. 021	
3rd class - - -	0 fr. 0154	

Art. 3.—Under three years, children pay nothing, on condition of being carried on the knees of the persons who accompany them.

From three to seven years, children pay half price and have a right to a separate place; but in the same compartment two children may only occupy the place of one passenger.

Above seven years, children pay full price.

Art. 4.—The transport of passengers is effected by means of the previous payment of the price of the place. This payment is verified by the delivery of a ticket.

Art. 5.—The distribution of tickets begins, at the latest in the large stations 30 minutes, and in the other stations

15 minutes before the hour fixed for the departure of the train.

It ceases, at the earliest, in the large stations for travellers with luggage 15 minutes, and for travellers without luggage five minutes before the fixed hour of the departure of the train. In the other stations, the distribution ceases, whether for travellers with luggage, or for travellers without luggage, five minutes before the hour indicated. But when the train is late tickets can be delivered in these latter stations to passengers with or without luggage who shall present themselves five minutes before the time announced for the passing of the train.

Art. 6.—Passengers should show their tickets on every demand of the company's officers. Every passenger who cannot present his ticket on arrival must pay, before going out of the station, the price of the place which he has occupied; the price to be paid is that of the class of the compartment in which the passenger was placed, and of the longest distance travelled by the train from the last station where a general examination has taken place, unless the passenger can prove his point of departure, in which case he only pays from that point.

Art. 7.—All stations of the system of the Chemin de l'Est correspond directly one with another for the delivery of tickets to passengers.

CHAPTER II.

LUGGAGE, ARTICLES OF MESSAGERIE, MECHANDISE, PROVISIONS, MILK, FINANCES, VALUABLES, OBJECTS OF ART, DOGS.

Section I.—*Rates for transport and conditions of application.*

§ 1.—Luggage.

Art. 8.—No passenger whose luggage does not weigh more than 30 kilogrammes, has to pay, for the transport of this luggage, any addition to the price of his place.

This franchise does not apply to children carried gratuitously, and it is reduced to 20 kilogrammes for children conveyed at half price.

Art. 9.—The excess of luggage is rated as follows:—

From 0 to 40 kilogrammes inclusive per ton and per kilometre	50c.
Above 40 kilogrammes per ton and per kilometre	40c.

This latter rate is applied to excess of luggage, which weighs together or separated more than 40 kilogrammes.

Art. 10.—The receipt of rates fixed by the preceding article is effected,—

From 0 to 5 kilogrammes inclusive, per indivisible fractions of 5 kilogrammes.

For more than 5 kilogrammes up to 10 kilogrammes inclusive per indivisible fraction of 10 kilogrammes.

For more than 10 kilogrammes per indivisible fraction of 10 kilogrammes.

Whatever distance be traversed the rate of one expedition cannot be less than the following minima:—

For one expedition of 0 to 40 kilogrammes, inclusive	25c.	Expense of loading and unloading included.
For one expedition of more than 40 kilogrammes	40c.	

Art. 11.—The excess of luggage of soldiers or sailors travelling at a quarter price, are subject to the quarter of the rate of the tariff regulated by Art. 9 and 10.

Whatever the distance which may be traversed, the minimum of the payment is fixed at 10 centimes per expedition. Cost of loading and unloading included.

Art. 12.—The transport of the excess of luggage is effected by means of the previous payment of the rate due for this excess.

Art. 13.—The registration of luggage is effected by the presentation of the passenger's ticket; it is verified by the giving of a luggage ticket.

This registration is accepted for the station inscribed on the ticket given to the passenger, but in cases where the station of departure does not distribute tickets for the particular station indicated by the passenger, the registration of luggage is still effected for this station, and consequently, the luggage, whatever may be its destination, is only subject to a single tax of registration, and to a single rate of loading and unloading when it is a case for paying this latter rate.

Art. 14.—The registry office for luggage is shut at all stations, two minutes at earliest after the hour fixed by Art. 5, for the cessation of the delivery of tickets to passengers with luggage.

Luggage presented for registration after the office is closed, is forwarded, at the option of the passenger, by high speed or slow speed, and is rated by its integral weight, either after the general tariff of articles of "messagerie" and merchandise by high speed, (*see* Art. 15 and 16, below,) or according to the general tariff of merchandise by slow speed, first series (*see* the general tariff by slow speed). In this last case the passenger will have to pay, besides the transport of his luggage by the railway, the cost of the porterage from the passenger station to the goods station, when the services of the high and slow speed are not united at the same station.

§ 2.—Articles of "Messagerie" and Merchandise.

Art. 15.—The articles of "messagerie" and merchandise by quick speed are rated without distinction of kind, as long as they do not contain finances, valuables, or objects of art, for which there is a tariff *ad valorem* (*see* Art. 19 below).

The rates of transport are fixed as follows:—

From 0 to 40 kilogrammes inclusive, per ton and per kilometre	50c.
Above 40 kilogrammes per ton and per kilometre	40c.

This last rate is applicable to all packages, although packed separately, if they form part of a whole, weighing together more than 40 kilogrammes sent by the same person to the same person.

The benefit of the condition expressed in the preceding paragraph, cannot be claimed by messagerie contractors or carriers, or other transport agents, unless the articles sent by them be all united in one packet.

Art. 16.—The receipt of rates fixed by the preceding article is effected as follows:—

From 0 to 3 kilogrammes inclusive, per indivisible fraction of 3 kilogrammes.

Above 3 kilogrammes to 5 kilogrammes per indivisible fraction of 5 kilogrammes.

Above 5 kilogrammes to 10 kilogrames inclusive, per indivisible fraction of 10 kilogrammes.

Above 10 kilogrammes per indivisible fraction of 10 kilogrammes.

Whatever be the distance traversed, the rate for one expedition cannot be less than the following minima:—

For one expedition of 0 to 40 kilogrammes, inclusive	25c.	Expense of loading and unloading included.
For one expedition above 40 kilogramme	40c.	

§ 3.—Provisions.

Per expedition of 50 kilogrammes at the least.

Art. 17.—The rate to be received for the transport by high speed of the following provisions:—

Fresh butter, fresh mushrooms, fresh shell fish, lemons, fresh "charcuterie," snails, fresh cheese, fresh fruits, game, oysters, fresh vegetables, eggs, oranges, bread, fresh fish, fresh meat, fowls, dead or alive, when they are sent *by an expedition of 50 kilogrammes at the least*, is fixed at 28c. per ton and per kilometre.

Whatever the distance traversed, the minimum of the receipt is fixed at 40c. per expedition, expense of loading and unloading included.

The expeditions of provisions of less weight than 50 kilogrammes are rated according to the general tariff of articles of messagerie and merchandise by high speed, unless it is to the advantage of the sender to pay for 50 kilogrammes according to the rate above.

§ 4.—Milk.

By expedition of 50 litres at least.

Art. 18.—The rate for the transport of milk by high speed when it is sent by expedition of 50 litres at least, is fixed at 28c. per ton and per kilometre.

Milk is rated according to its accumulated weight together with that of the cans.

The return of empty cans is free.

The loading and unloading of milk are effected by the care and at the expense of the senders or receivers.

Whatever be the distance traversed, the minimum of the receipt is fixed at 40c. per expedition.

The expeditions of milk less than 50 litres are rated according to the general tariff of articles of messagerie and merchandise by high speeds unless there is an advantage for the sender to pay for 50 litres according to the above price.

§ 5.—Finances, Valuables, Objects of Art.

Art. 19.—The price for the transport of gold or silver, whether in ingots, or coined, or worked, of plated gold or

silver, of mercury, and of platinum, as also of jewels, lace, precious stones, objects of art, (statues, pictures, artistic bronzes) and other valuables* is rated *ad valorem*, and at the rate of ·00252 c. per indivisible fraction of 1,000 francs and per kilometre.

Whatever be the distance traversed the minimum of the receipt is rated at 25 c. per 1,000 francs.

The rate of divers articles included in the preceding enumeration is not in any case less than the highest of the two rates which can be applied, whether according to the declared value and in conformity with the above tariff, or according to the true weight and in conformity with the general tariff of messagerie and merchandise by high speeds.

Coinage of alloyed metals is considered as merchandise and rated according to weight.

Art. 20.—The company is not bound to receive finances and valuables unpacked.

Senders must conform for the package and arrangements of finances and valuables, to the order of service fixed by the company and approved by the superior administration.

In cases of loss, the company is not bound to pay back beyond the declared sum.

§ 6.—Dogs.

Art. 21.—The rate to be received for the transport of dogs in passenger trains is fixed at ·0168 c. per head and per kilometre.

The minimum rate being 0·30.

Art. 22.—Dogs should be muzzled, in whatever season it be.

No dog is admitted in the carriages serving for the transport of passengers; but the company can place in compartments of special carriages, passengers who do not wish to be separated from their dogs.

Art. 23.—When dogs travel without being accompanied, the loading and unloading of these animals is effected by the care and at the risk and peril of the sender and receiver.

If the receiver does not present himself at the station on the arrival of the train, the company are free from all responsibility for accidents which may happen to dogs during the unloading, and these animals will be impounded, conformedly to Art. 29 below.

The company will also decline all responsibility in the absence of the receiver for the loss of dogs who may run away during unloading.

Art. 24.—The senders of dogs *accompanied or not accompanied* may moreover, if they wish, send them at the price and conditions of the tariff of ANIMALS IN CAGES, fixed by Art. 37 below.

§ 7.—Merchandise not weighing 200 kilogrammes under the volume of a cubic metre.

Art. 25.—Provisions and objects which are not specially expressed in the tariff of the "cahier des charges," and which do not weigh 200 kilogrammes under the volume of a cubic metre, are rated at half as much again as the prices fixed by the general tariff, unless in any case, the rate of receipt may be greater than that which would result from the application of the simple tariff to the fictitious weight calculated at the rate of 200 kilogrammes per cubic metre.

Section II.—*Accessory Expenses.*

Art. 26.—*Registering.*—The charge for the registering of luggage, articles of messagerie, merchandise, provisions, milk, finances, valuables, objects of art, and dogs, are as follows:—

One fixed rate of 10c. per expedition.

Art. 27.—*Manipulation.* (*Manutention.*)—The charge for the manipulation (loading and unloading) of luggage, articles of "messagerie," merchandise, and provisions, is a rate of 1 f. 60c. per ton.

The payment is made by indivisible fractions of 10 kilogrammes.

The following are exempt from charges for manipulation.

1st. Dispatches weighing from 0 to 40 kilogrammes inclusive.

2nd. Articles rated according to value.

3rd. Dogs.

Art. 28.—*Weighing.*—There shall be paid for all merchandise, which on the demand of the sender or the receiver shall be submitted to weighing, beyond that which the company are bound to do at their expense, in order to fix the charge:—

A rate of 10c. per indivisible fraction of 100 kilogrammes, and for every supplementary weighing.

But this rate will not be charged if the supplementary weighing proves an error to the prejudice of the sender or the receiver.

Art. 29.—*Warehousing.*—There will be charged for the warehousing of articles of "messagerie," merchandise, provisions and milk addressed to the station, and which are not taken away, no matter from what cause, within 48 house after the posting of a letter of advice, addressed from the company to the receiver:—

A rate of ·05c. per indivisible fraction of 100 kilogrammes and per day.

The same rate for warehousing is charged per indivisible fraction of 1,000f., and per day for articles according to value placed under the same conditions.

In the two cases above mentioned the minimum of the rate is fixed at 10c.

The rates fixed above are equally applicable to articles of "messagerie," merchandise, provisions, milk, and articles according to value, addressed to the residence of the receiver, and when the receiver is absent, or unknown, or refuses to take them in; on condition that advice of these circumstances shall be addressed immediately by the company to the sender.

In this case the cost of the return of the packages is to be charged on the merchandise.

Dogs which are not taken away on their arrival, are impounded at the expense, risk, and perils of the owner.

The cost of the impounding is to be defrayed as part of the expenses.

Art. 30.—*Deposit of Luggage.*—There is to be paid for the care of luggage deposited in the stations, under the company's responsibility either before the departure or after the arrival of the trains:—

A rate of ·05c. per article and per day. The minimum of the rate is fixed at 10c.

The deposit is verified before the departure, by the delivery of a luggage ticket; after arrival, either by the delivery of a ticket or by retention in the passenger's hands of the luggage ticket given at the departure.

The luggage of passengers forced to remain at junction stations to wait the departure of the first train which can take them to their destination, is exempt from every rate of care or deposit.

CHAPTER III.

Carriages, Funerals, Animals.

Section I.—*Rate of Transport and Conditions of Application.*

§ 1.—Carriages.

Art 31.—The rates to be received for the transport of carriages at the speed of passenger trains are thus fixed:—

Carriages with two or four wheels, with one body, and with a single seat in the interior - - -	56c.	per carriage and kilometre.
Carriages with four wheels, with two bodies and with two seats in the interior, *omnibuses, diligences*, &c. - - - - -	7168c.	

Two persons may, without additional price, travel in one-seat carriages, and three in two-seated carriages, omnibuses, diligences, &c. Passengers exceeding this number pay the price of second-class places.

Art. 32.—The transport of carriages whose dimensions surpass the proper size is not received.

§ 2.—Funerals.

Art. 33.—Funeral carriages enclosing one or more coffins are transported at the same prices and conditions as four-wheeled carriages with two bodies and with two seats dispatched at the speed of passenger trains.

Every coffin dispatched alone is transported in a separate compartment at the price of 0 fr. 336 per coffin and per kilometre.

Persons who accompany a single coffin travel in the carriages of the company, and pay for the places which they occupy.

§ 3.—Animals.

Art. 34.—The rates to pay for the transport of animals at the speed of passenger trains are thus fixed:—

	fr.	
Oxen, cows, bulls, horses, mules, colts, asses, beasts of burden -	0·224	per head and per kilometre.
Calves and pigs - - -	0·0896	
Sheep, lambs, and goats - -	0·0448	

* Gold or silver, whether in ingots, or coined or worked, platinum, jewels, precious stones, and other valuables are only transported by high speeds, and rated according to their value.

Plated gold or silver, mercury, lace, and objects of art (statues, pictures, artistic bronzes) are transported at high speeds, with a rate according to their worth, and by slow speeds with a rate according to weight. (*See* the general tariff of slow speeds.)

Persons who accompany animals travel in the carriages of the company, and pay for the places which they occupy.

Art. 35.—The horses of military passengers travelling at quarter fares are only subject to a quarter of the rate of the maximum tariff inserted in the preceding article.

Art. 36.—Animals whose declared value exceeds 5,000 francs are rated at *half more* than the price fixed by the general tariff for animals of the same species.

In cases of accidents befalling animals in the course of transport, the responsibility of the company is limited to 5,000 francs per head, unless the delivery note mentions a superior value.

Art. 37.—Small animals, such as dogs, cats, sucking pigs, guinea pigs, rabbits, monkeys, squirrels, birds, placed in cages or baskets furnished by the senders, are rated *by weight*, according to the prices and conditions of the general tariff of articles of messagerie and merchandise by high speed, and for the double of their real accumulated weight, together with that of the cages or baskets.

Art. 38.—The transport of carriages, horses, and cattle is only accepted at the stations and for the stations provided with embarking platforms.

These stations are indicated either by special bills or by the bills notifying to the public the order of the service of trains.

Those which are now open for the transport of carriages, horses, and cattle, as well for departure as arrival, are shown by an asterisk to the list of the stations in alphabetica order.

The superior administration reserve the right of determining the stations where the embarking platforms should be established for carriages, horses, and cattle.

Section II.—*Accessory Charges.*

Art. 39. *Registering.*—There is to be paid for the registering of carriages, coffins, and animals a fixed rate of 10 c. per dispatch.

Art. 40. *Manipulation.*—There is to be paid for the manipulation (loading and unloading) of carriages, coffins, and animals the rates as follows :—

	fr.	c.	
Carriages - - - -	2	0	each.
Coffins - - - -	2	0	„
Oxen, cows, bulls, horses, mules, asses, colts, draught animals -	1	0	per head.
Calves and pigs - - -	0	40	„
Wethers, sheep, lambs, and goats -	0	20	„

Art. 41. *Warehousing.*—There shall be paid for the stationing of carriages which are not taken away, from whatever cause, within 48 hours of posting a letter of advice addressed by the company to the receiver, a rate of 1 franc per carriage and per day.

In the case of coffins not removed, there shall be paid, dating from the arrival, a rate of 5 francs per coffin per day.

Animals which are not taken away upon arrival are put into the pound, at the cost, risk, and peril of the owner.

The expenses of impounding shall be paid on proof of the charge.

Art. 42.—Small animals in cages or baskets transported and rated according to the condition of Art. 37 are subject, as concerns the accessory charges, to the same rates and conditions as the articles of "messagerie" and merchandise at high speed.

CHAPTER IV.

General Regulation for all Transports at High Speed.

Art. 43.—All the rates above fixed (price of transport, minimum of receipt, and accessory charges) include the tax due to the treasury.

CHAPTER V.

General Regulations.

Art. 44.—*Distances.*—Every kilometre that is begun is paid for as if the whole kilometre had been traversed.

For every distance less than six kilometres the rate is paid as for six whole kilometres.

Art. 45.—*Fractions of Weight.*—The ton weight is 1,000 kilogrammes.

The fractions of weight are regulated in the following manner (save the exception provided for in Art. 16) :—

1. From 0 to 5 kilogrammes.
2. Above 5 to 10 kilogrammes.
3. Above 10 kilogrammes, per indivisible fraction of 10 kilogrammes.

Art. 46.—*Calculation of Rates.*—The total rating of an expedition of the same nature is effected by rounding the numbers to 5 centimes above when it reaches 2 centimes 5 millimes, and to 5 centimes below when it does not reach 2 centimes 5 millimes.

Art. 47.—*Combustible or Explosive Materials, Dangerous Objects and Animals.*—Combustible or explosive materials, such as gunpowder, fulminating powders, percussion caps, fireworks, chemical matches, phosphorus, ether, dangerous animals and objects for which the regulations of the police prescribe special precautions, are excluded from trains carrying passengers. In consequence the tariff of high speeds is not applicable to them.

Art. 48.—*Packing and Condition of Goods.*—The company are not bound to accept, unpacked, merchandise that is usually packed in commerce.

They are not bound to accept merchandise defectively packed, nor that which presents evident traces of deterioration.

They do not accept the transport of objects of which the dimensions exceed that of the vehicles.*

Art. 49.—*Declaration.*—Every dispatch, *except luggage*, must be accompanied with a declaration, dated and signed, indicating—

1st. The name and address of the sender.

2nd. The name and address of the receiver.

3rd. The number, weight, and nature of the packages to be dispatched, their numbers, marks, or addresses.

4th. The mention whether to be sent to the residence or to remain at the station, according to whether the goods are to be carted or not. (Without this mention the goods will be sent to the residence in localities where there is a service of porterage.)

5th. The mention whether carriage to pay or carriage paid.

6th. The sum to be carried on.

If any packages ought to pay Government or custom-house duty the sender should furnish the company such documents and instructions as are necessary, in order that the transport and the transmission of these packages may not suffer any delay or hindrance.

Art. 50.—*False Declarations.*—If the company has reason to presume there is fraud in the declarations made in the nature of the merchandise, it can compel, either at the departure or the arrival, the opening of the packages. A *procès verbal* is prepared of this operation.

Art. 51.—*Payments.*—Despatches are sent carriage unpaid or paid, according to the will of the sender; nevertheless, articles subject to deterioration or without value are only received carriage paid in advance.

Art. 52.—*Disbursements.*—The advance, at departure, of expenses or disbursements to which an expedition may be liable is only obligatory from company to company, and on the transit from one railway to another.

Art. 53.—*Repayment.*—The sums following the dispatches under the title of repayment are subjected, on return, to the tax attached in the general tariff to the transport of finances.

Art. 54.—*Letter of Carriage and Receipt.*—Every dispatch shall be verified, if the sender demands it, by a "*lettre de voiture*" with a stamp of 50c., of which one copy shall remain in the hands of the company, and the other in the hands of the sender.

In cases where the sender shall not ask for a "*lettre de voiture*" the company shall be bound to deliver him a receipt stating the nature and the weight of the package, the whole price of the transport, and the time in which the transport should be effected.

Art. 55.—*Time occupied in Transport.*—Animals, provisions, merchandise, and any other objects sent are dispatched, transported, and delivered from station to station in the times fixed by the official decree of the 15th April 1859, from which the following extract is taken :—

"Art. 2.—Animals, provisions, merchandise, and any objects for high speed will be dispatched by the first passenger train comprising carriages of every class, and corresponding with their destination, provided they have been presented for registry three hours at least before the appointed time for the departure of the train; in default of which they will be delayed till the next departure.

"Art. 3.—For animals, provisions, merchandise, and any objects passing from one line to another without break of continuity the time for transmission will be three hours, to be counted from the arrival of the train which shall have brought them to the point of junction; and the dispatch to set out from this point will take place by the first passenger train comprising carriages of every class whose departure follows the expiration of this time.

* The normal length of the vehicles adapted to the transport of goods is 6m. 50.

"The time of transmission between the lines which coming to a same locality have not yet a common station, will be extended to eight hours, not including the time during which the stations are closed, conformably to the second and third paragraphs of Art. 5 below, and it will be of the same duration between the different stations of Paris until the service of high speed is organized on the Chemin de Ceinture, the surplus of the conditions stated in the first paragraph of this article remaining applicable in the two last cases.

"Art. 4.—Dispatches are placed at the disposal of the receivers at the station two hours after the arrival of the train mentioned in Art. 2 and 3.

"Art. 5.—Dispatches arriving at night are only placed at the disposal of the receivers two hours after the opening of the station.

"From the 1st o Apri to the 30th of September the stations shall be opened for the reception and for the delivery of merchandise by high speed at 6 o'clock in the morning at the latest, and closed at the earliest, at 8 o'clock in the evening.

"From the 1st of October to the 31st of March they are opened at 7 o'clock in the morning at the latest, and closed at the earliest at 8 o'clock in the evening.

"The disposals of the three preceding paragraphs are not applicable to milk, fruits, poultry, sea fish, and other provisions intended for the provision of the markets of the city of Paris and other towns which shall hereafter be designed by the superior administration, the companies being heard thereon.

"These goods shall be put at the disposition of the receivers both night and day in the time fixed in Art. 4.

* * * * *

"Art. 13.—To the times above fixed shall be added the necessary times for the accomplishment of formalities of the customhouse."

Art. 56.—The senders of carriages and animals are bound to warn the station master of the departure 24 hours at least in advance, by acquainting him with the number and the nature of the carriages or animals which they have to transport.

This disposition does not apply to dogs nor to animals in cages named in Art. 37.

B.

FOR SLOW SPEEDS.

CONDITIONS OF THE APPLICATION OF GENERAL TARIFFS.—GOODS, CARRIAGES, ANIMALS, ROLLING STOCK.

CHAPTER I.

GOODS.

Section II.—*Rates of Transport and Conditions of Application.*

§ 1.—Goods in general.

Art.—The rates to be paid for the transport of goods by slow speed are fixed thus :—

1st class, 16c. - -
2nd class, 14c. - - } per ton and per
3rd class, 10c. - - } kilometre.
4th class, 8c., 7c., or 6c.

According to the distance, viz. :—

8c. on a distance of 200 kilometres and under,

7c. on a distance of 201 to 300 kilometres, with a minimum of rate of 16 f. per ton, not including the cost of manipulation (loading and unloading).

6c. on a distance of 301 kilometres and upwards, with a minimum rate of 21 f. per ton, not including the cost of manipulation.

5th class.—8c., 5c. or 4c. per ton per kilometre, according to distance, viz. :—

8c. on a distance of 100 kilometres and less, the rate not to exceed 5 f. per ton, excluding the cost of manipulation.

5c. on a distance of 101 to 300 kilometres, the rate not to exceed 12 f. per ton, excluding the cost of manipulation.

4c. on a distance of above 300 kilometres, not including the cost of manipulation.

The above rates are to be paid on the "distances d' application," with the exception of those of the 5th class, which are applied on the legal distances by rail.

Note.—Goods of the following designations,—chair and brushwood, garden bells, "cornues," plate-glass, china-ware, jars, porcelain, pottery, and glass-ware dispatched in frames, cases, or crates will be rated on the gross weight, reduced by 10 per cent. for the tare. The cases, &c. will be returned free, except 10c. for registry, on condition that they are sent back taken to pieces, so as not to take up much room on the trucks. This gratuitous transport can only be made of so much as the sender can justify by a ticket at the time of the dispatch of the empty packages, that the transport of the goods that they contained has really been effected by the company. The tickets are supplied to the senders at the station of the departure of the goods. The senders and receivers should conform to the rules of the company with regard to return tickets. Every return ticket having a date of more than two months back ceases to be available, and will be considered as invalid.

The company declines all responsibility for loss, damage, or delay of the empty cases, &c. which they return gratuitously.

Art. 4.—The prices fixed in the preceding article are applicable to parcels or packages weighing separately more than 40 kilogrammes.

Art. 5.—Parcels or packages weighing separately from 0 to 40 kilogrammes inclusive are charged whatever class they belong to at the rate of 25c. per ton and per kilometre, the rate not exceeding in any case that of a dispatch of the same kind weighing more than 40 kilogrammes.

However the ordinary tariff of slow speed will be applied to all parcels or packages, though packed separately, if they are part of dispatches weighing together more than 40 kilogrammes of objects sent by one person to another person.

The benefit of the arrangement announced in the preceding paragraph cannot be claimed by messagerie contractors, carriers, or other agents of transport unless the articles sent by them are united in one single package.

Art. 6.—Every parcel or package weighing more than 40 kilogrammes, and containing goods of different classes, is rated according to the price of the highest class, unless the sender justify the nature and weight of the objects, in which case the goods are rated separately, according to the class to which they belong.

Art. 7.—The payment of the charges fixed in Art. 3 and 5 is effected by per indivisible fraction of 10 kilogrammes; whatever be the distance traversed, the minimum of the payment is fixed at 40c. per dispatch, costs of loading, of unloading, and station included.

§ 2.—Gold and Silver Plate, Laces, Objects of Art (Statues, Pictures, Art Bronzes).

Art. 8.—Gold and silver plate, laces, and objects of art (statues, pictures, art bronzes) are rated at half as much again as the price fixed by the ordinary tariff for goods of the first class.

Gold and silver, either ingots, coined, or wrought, platina, jewels, precious stones, and other valuables, are only transported at high speed, consequently the tariff of slow speed is not applicable to them. Mercury, though included in the exceptional tariff in Art. 47 of the "cahier des charges," is rated at slow speed, according to the ordinary price of the first class. (*See* the general classification in classes and in alphabetical order).

§ 3.—Alloyed coinage.

Art. 9.—Alloyed coinage is considered as goods, and rated *according to weight*. (*See* the first class of the general classification.)

§ 4.—Goods not weighing 200 kilogrammes under the volume of a cubic metre.

Art. 10.—Provisions and objects which are not named in the tariff of the "cahier des charges," and which do not weigh 200 kilogrammes under the volume of a cubic metre, are rated at half as much again as the prices fixed by the general tariff, according to the class of the said tariff to which these articles belong, the rate to be paid not exceeding in any case that which would result from the application of the simple tariff to the fictitious weight calculated at the rate of 200 kilogrammes per cubic metre.

§ 5.—Combustible or explosive matters, and dangerous objects.

Art. 11.—Combustible or explosive matters, such as gunpowder, fulminates, percussion caps, fireworks, chemical matches, phosphorus, ether, and dangerous objects for which the police regulations prescribe special precautions, are rated half as much again as the price fixed by the general tariff for merchandise of the first class.

§ 6.—Indivisible masses and objects of exceptional dimensions.

Art. 12.—The rates of the tariff are increased by half for indivisible masses weighing from 3,000 to 5,000 kilogrammes, and doubled for indivisible masses weighing more than 5,000 kilogrammes, but not exceeding 22,000 kilogrammes; but for the masses of more than 10,000 kilogrammes to 22,000 kilogrammes, the charge shall not be less than 25c. per ton and per kilometre.

The company does not accept the transport of indivisible masses weighing more than 22,000 kilogrammes, nor objects whose dimensions exceed those of the vehicles.*

If, notwithstanding the preceding disposition, the company transport indivisible masses weighing more than 22,000 kilogrammes, or objects whose dimensions exceed those of the vehicles, they shall, during three months at least, grant the same facilities to all those who demand them.

In this case, the prices of transport will be fixed by the administration, on the proposition of the company.

In all the stations of despatch or of destination, where there are no cranes or apparatus of sufficient power for the loading and unloading of indivisible masses weighing more than 5,000 kilogrammes, the loading and unloading thereof must be done by the care or at the expense, risks, and perils of the senders or receivers.

Section III.—*Accessory Expenses.*

Art. 13.—*Registration.*—There is to be paid for the registration of merchandise:—A rate fixed at 10c. per dispatch.†

Art. 14.—*Manipulation.*—There is to be paid for the manipulation of merchandise of every kind, the following rates:—1 fr. 50c. per ton for merchandise transported without condition of tonnage; 1 fr. per ton for merchandise mentioned either in the classification or in the present article when transported by full waggon loads of 4,000 or 5,000 kilogrammes, and above.

It is to be paid per indivisible fraction of 10 kilogrammes.

These rates are made up as follows:—

For Merchandise transported without Condition of Tonnage.

1st. Expense of loading at departure	40c.	price per ton applicable per indivisible fraction of 10 kilogrammes.
2nd. Expense of unloading on arrival	40c.	
3rd. Expenses at the station on departure	35c.	
4th. Expenses at the station on arrival	35c.	

For Merchandise transported by full Waggon Load of 4,000 *or* 5,000 *Kilogrammes, and above.*

1st. Expense of loading at departure	30c.	price per ton applicable per indivisible fraction of 10 kilogrammes.
2nd. Expense of unloading on arrival	30c.	
3rd. Expenses at the station on departure	20c.	
4th. Expenses at the station on arrival	20c.	

The rates of manipulation above fixed are payable, whatever may be the means employed for loading or unloading by hand, crane, incline, hoist, basket, &c.

For merchandise hereafter designated, transported by full waggon loads of 5,000 kilogrammes: fire-wood, carpenters' timber, brushwood, bricks, fire-bricks, circles in wood, charcoal, lime, rafters, rags of wool for manure, wedges of wood, coke, boards, rags, vine props, bark to burn, bark for tanning, faggots, pit-coal, laths, thick planks, iron ore, pavement, poles, phosphate of lime for manure, macadamized stones, building stone, rough or lightly worked, planks of wood in general, plaister of Paris, plaister for moulding, stakes, coal dust, wooden beams, billets, sands, girders, logs to burn, tan, sleepers for railways, wood trellis work, and tiles. The senders or receivers may load and unload them at their own expense, risk, and peril, and in that case there will be deducted from the expenses of manipulation 30c. for every operation of loading and unloading.

The station dues are payable in every case.

There is to be paid besides at the junction stations of one railway with another railway, conceded to a different company, one rate of 40c. per ton applicable per indivisible fraction of 10 kilogrammes, and to be divided equally between the two companies, for goods passing from one line to another; and by means of the payment of this rate the expenses of manipulation above fixed (loading, unloading, and station) are only paid once at the first dispatch and at the definitive destination, it being understood, moreover, that the expenses of loading and unloading are not paid for goods transported by full waggon loads of 4,000 or 5,000 kilogrammes and above, when those operations are performed by the senders and receivers.

Despatches weighing from 0 to 40 kilogrammes inclusive, are exempt from every rate of loading, unloading, and of station.

Art. 15.—*Weighing.*—There is to be paid for all goods which, at the request of the sender or receiver, shall be subject to an extra weighing besides that which the company must make at their cost, at departure, to establish the rate; a rate of 10c. per indivisible fraction of 100 kilogrammes and per each additional weighing.

When the weighing takes place by full waggon or cart load, this rate is 30c. per indivisible ton, with a minimum of 1 fr. 50c. per cart or per waggon.

But the above rates are not paid if the extra weighing shall prove an error to the prejudice of the sender or the receiver.

Art. 16.—*Warehousing.*—There is to be paid for the warehousing of goods addressed to the station, and which are not taken away, whatever may be the cause, within 48 hours after a letter of advice from the company has been posted to the receiver, the following rates:—2c. per indivisible fraction of 100 kilogrammes per day for the 15 first days, and 05c. per indivisible fraction of 100 kilogrammes per day for every day beyond. The minimum to be paid is 10 centimes.

The rates above fixed are equally applicable to goods addressed to the residence, when the receiver is absent, or unknown, or refuses to take them in, on condition that advice of these circumstances is immediately sent by the company to the sender or the owner.

In this case the expense of the return of the packages to the station must fall upon the goods.

The same rates of warehousing are to be paid on departure for goods which the company allow at the request of the sender to remain on their platforms or in their warehouses beyond 24 hours from the time of receiving them, the company being only bound to accept goods ready for despatch.

Art. 17.—*Demurrage for Waggons.*—For goods designated, whether in Article 14 or in the classification, as being transported by full waggon loads of 4,000 or 5,000 kilogrammes and above, with power or obligation for the senders or receivers to load and unload, the rates of demurrage for the waggons are fixed as follows:—

On Departure.—The waggons ought to be completely loaded in 24 hours after they are placed at the disposition of the senders; beyond this time a rate of demurrage must be paid of 5 francs per waggon, used or not used, and for every day's delay, whatever may be the contents of the waggon.

On Arrival.—The waggons must be completely unloaded in 24 hours after a letter of advice is posted addressed by the company to the receiver; beyond this delay, the company may, at their option, either unload and be paid for this operation 30 centimes per ton without prejudicing the ordinary rates of warehousing for the goods unloaded, to count from the expiration of the 24 hours above fixed, or leave the goods on the waggons, receiving a rate of demurrage of 5 francs per waggon, and for every day's delay, whatever may be the contents of the waggon.

* The normal length of the vehicles for the transport of merchandise is 6m. 50

† For goods passing over several lines conceded to different companies this rate can only be paid at the station from which the goods are dispatched.

CHAPTER II.

Carriages, Animals.

Section I.—*Prices of Transport and Conditions of Application.*

§ 1.—Carriages.

Art. 18.—The prices to be paid for the transport of carriages at slow speed are fixed thus :—

Carriages with two or four wheels, with one body and one seat inside - - - -	25c.	per carriage and per kilometre.
Carriages with four wheels, with two bodies and with two seats inside, omnibuses, diligences, &c. - - - -	32c.	

Art. 19.—Vans for removing furniture, with two or four wheels, empty, are rated at the price of 20c. each and per kilometre.

Vans for removing furniture when they are loaded pay, in addition to the above price, 14c. per ton of load and per kilometre.

A travelling pass of third class is given to the conductors of one or more furniture vans. This pass is available for going and returning.

Art. 20.—Passengers are not admitted in carriages dispatched by the trains at slow speed.

Art. 21.—The transport of carriages whose dimensions exceed the proper gauge ("*gabarit*") is not accepted.

§ 2.—Animals.

Art. 22.—The prices to be paid for the transport of animals at slow speed are thus fixed :—

Oxen, cows, bulls, horses, mules, donkeys, colts, animals of draught - - -	10c.	each and per kilometre.
Calves and pigs - -	4c.	
Sheep, lambs, and goats -	2c.	

A travelling pass giving the right to accompany the horses is granted for a dispatch of at least three horses, and two passes for a dispatch of at least six horses, but the number of passes will never be increased whatever be the number of horses sent.

These passes are available for the single journey only. Persons who accompany animals and have no pass travel in the carriages of the company, conforming with the regulations in force, and pay the price of third-class places.

Art. 23.—Animals whose declared value exceeds 5,000f. are rated at half as much again as the price fixed by the ordinary tariff for animals of the same kind.

In case of accidents happening to animals in the course of transport, the liability of the company remains limited at 5,000f. per head if the delivery note does not mention a higher value.

Art. 24.—Dangerous animals, for which police regulations prescribe special precautions, are charged at the rate of 25c. per special truck, containing one animal, and per kilometre.

Nevertheless the senders may, at their risk and peril, place several animals in separate and solid cages in one truck by paying for each animal a rate half as much again as that which is fixed in the ordinary tariff for large animals.

25. Small animals, such as—

Cats, sucking pigs, guinea pigs, rabbits, monkeys, squirrels, birds,

placed in cages or baskets furnished by the senders, are rated according to weight in conformity to the prices and conditions of the ordinary tariff of goods of the first class, and for double their real weight, added to that of the cages or baskets.

Dogs, even if they are dispatched in cages, can only be transported by high speed. (*See* the ordinary tariff of high speed.)

Art. 26.—The transport of carriages, horses, and cattle is only accepted at and for the stations provided with embarking platforms.

These stations will be indicated, either by special placards or by the placards intended to make known to the public the order of the service of the trains.

Those which are from this time open for the transport of carriages, horses, and cattle, for starting as well as arriving, are indicated, besides, by an asterisk at the name of the stations.

The superior administration reserves to itself to determine the stations where embarking platforms should be established for carriages, horses, and cattle.

Section II.—*Accessory Charges.*

Art. 27.—*Registration.*—For the registration of carriages and animals there is to be paid a fixed rate of 10c. for each dispatch.

Art. 28.—*Manipulation.*—The following dues are to be paid for the manipulation (loading and unloading) of carriages and animals :—

Carriages - - - -	2f.	each.
Oxen, cows, bulls, horses, mules, donkeys, colts, draught animals -	1f.	per head.
Calves and pigs - - -	40c.	
Sheep, lambs, and goats - -	20c.	

The loading and unloading of dangerous animals, for which police regulations prescribe special precautions, will be effected by the care and at the cost of the senders and receivers, and nothing will be charged for this double operation.

Carriages and animals are subject to no station dues.

Art. 29.—*Warehousing.*—For the warehousing of carriages, which for any cause are not removed in 48 hours from the posting of the letter of notice from the company to the receiver there is to be paid a rate of 1f. per carriage and per day.

Animals which are not received on arrival are put in pound at the cost, risk, and peril of their owners.

The costs of pounding are discharged as part of expenses.

Art. 30.—Small animals, in cages or baskets, carried and rated according to the statements of Art. 25, are subject, as concerns accessory charges, to the same rates and conditions as goods at slow speed.

CHAPTER III.

Rolling Stock.

Section I.—*Prices of Transport.*

Art. 31.—The transport of rolling stock by slow speed is rated as follows :—

Waggon or carriage suitable to carry 3 to 6 tons - -	15c.	each and per kilometre.
Waggon or carriage suitable to carry more than 6 tons -	20c.	
Locomotive, weighing from 12 to 18 tons (not drawing a train) -	3f.	
Locomotive, weighing more than 18 tons (not drawing a train) -	3f. 75c.	
Tender, of 7 to 10 tons - -	1f. 50c.	
Tender of more than 10 tons -	2f. 25c.	

Section II.—*Accessory Charges.*

Art. 32.—*Registration.*—For the transport of rolling stock there is to be paid a fixed rate of 16c. per dispatch.

Art. 33.—*Manipulation.*—At departure, rolling stock is unloaded from the vehicles that have brought it to the stations of the railway and placed on the rails; on arrival, it is loaded on the vehicles that are to take it away, all at the cost, risk, and peril of the senders and receivers, and nothing is charged for this double operation nor for the station operations.

Art. 34.—*Weighing.*—For rolling stock, which, at the request of the sender or receiver, is subject to extra weighing, besides that which the company must effect at its cost, at departure, to determine the charge, there shall be paid the following rates per vehicle, and for each additional weighing :—

For waggons or carriages - -	1 f. 50 c.
For locomotives or tenders - -	3 f. 0 c.

However these dues are not to be paid if the additional weighing proves an error committed to the prejudice of the sender or receiver.

Art. 35.—*Warehousing.*—For the warehousing of waggons, carriages, locomotives, and tenders which are not taken away, for any cause within 48 hours from the posting of the letter of notice addressed by the company to the receiver there is to be paid a rate of 5 f. per vehicle and per day.

CHAPTER IV.

General Dispositions.

Art. 36.—*Distances.*—Every part of a kilometre is paid as if it had been a whole one.

For every distance less than six kilometres payment is made as for six kilometres.

Art. 37.—*Fractions of Weight.*—The weight of the ton is 1,000 kilogrammes.

Fractions of weight are only counted by 100ths of tons or 10 kilogrammes; thus every weight between 0 and 10 kilogrammes must be paid as 10 kilogrammes; between 10 and 20 kilogrammes as 20 kilogrammes, &c.

Art. 38.—*Calculation of Rates.*—The total rating of a dispatch of the same nature is effected by rounding the numbers to 5c. above when it reaches 2c. 5m.; and to 5c. below when it does not reach 2c. 5m.

Art. 39.—*Explosive or Inflammable Materials, Dangerous*

Animals and Objects.—The company only accepts the transport of explosive or inflammable materials, such as gunpowder, "fulminates," percussion caps, fireworks, chemical matches, phosphorus, ether, dangerous animals and objects, for which police regulations prescribe special precautions, with the measures of precaution prescribed or to be proscribed by the minister of agriculture, of commerce, and of public works.

Art. 40.—*Packing and Condition of Goods.*—The company are not bound to accept, *unpacked*, goods that are usually packed in commerce.

Nor are they bound to accept goods with a packing that is defective, or which present evident traces of deterioration.

Goods, susceptible of being confounded with other goods of the same nature, or contact with which might be hurtful, such as, potatoes, coal, sulphur, &c. are only accepted "en Vrac" by whole truck loads, unless, the load being insufficient, the sender consents to pay the rate of a whole truck.

Art. 41.—*Declarations.*—Every dispatch should be accompanied by a declaration, dated and signed, indicating—

1st. The name and address of the sender.
2nd. The name and address of the receiver.
3rd. The number, the weight, and the nature of the packages to be dispatched, their numbers, marks or addresses.
4th. The mention *at residence* or *at station* according to whether the goods should be carted or not (in the absence of this mention, the goods will be addressed *at station*).
5th. The mention whether prepaid or to be paid.
6th. The sum to be carried on.

If it is a question of packages subject to Government or custom dues, the sender must furnish to the company such documents and information as are necessary, in order that the transport and transmission of these packages may suffer no delay or hindrance.

If it is a question of goods, indicated in the classification by classes as being transported without responsibility for the damages and injuries on route, the sender must, in order to have the benefit of the reduced price, reproduce in his declaration the words: "*sans responsabilité des avariès ou déchets de route.*" In default of this mention, the rate will be applied according to the class to which the goods belong when they are transported under the ordinary conditions of responsibility.

Art. 42.—*False declarations.*—If the company has reasons for presuming a fraud in the declarations made of the nature of the goods, they can, either at departure or on arrival, exact the opening of the packages.

A *procès verbal* is prepared of this operation.

Art. 43.—*Payment.*—The dispatches are effected at the will of the sender, carriage paid or unpaid; however, articles subject to deterioration, or without value, are only received carriage paid in advance.

Art. 44.—*Disbursements.*—The advance at departure of the costs or expenses to which a dispatch may be subject, is only obligatory from company to company, and on the transition from one railway to another.

Art. 45.—*Reimbursements.*—The sums which follow the dispatches under the title of repayment are subject on return to the rate attached in the general tariff of high speed for the transport of finances.

Art. 46.—*Carriage Note.*—The company only accept for the cost of the stamp (0 f. 50 c.) the expense of carriage notes furnished by the senders.

They are not bound to accept carriage notes payable on return.

Art. 47.—*Carriage Note Receipt.*—Every dispatch will be verified if the sender require it, by a carriage note, of which one copy shall remain in the hands of the company, and another in the hands of the sender. In case the sender does not request the ticket, the company will be bound to give him a receipt which will announce the nature and the weight of the packages, the total charge of the transport, and the time in which that transport should be effected.

Art. 48.—*Time of Transport.*—Animals, provisions, goods, and objects of whatever kind by slow speed, are dispatched, transported, and delivered from station to station in the times fixed by the ministerial resolution of the 15th April 1859, of which the following is an extract:—

"Art. 6.—Animals, provisions, goods, and objects of whatever kind by slow speed, will be dispatched on the day following that on which they are given in.

"Art. 7.—The duration of the journey for transports by slow speed will be reckoned at the rate of 24 hours per indivisible fraction of 125 kilometres. Surplus distances up to 25 kilometres, inclusive, will not be counted. Thus, 150 kilometres counts for 125, 275 for 250, &c.

"Art. 8.—For animals, provisions, goods, and objects of whatever kind passing from one line to another without break of continuity, the time of dispatch fixed in Article 6 will only be counted to the original station and only once; but one day is allowed to the companies for transmission from one line to another, the duration of the journey for each company remaining fixed, as in Article 7.

"However, at Paris, for the transmission from one station to another by the Ceinture railway, the time will be two days, but it will include the duration of the journey on the said railway. The time of transmission, between lines which come to the same place and have not yet a common station, will be extended to three days, the remainder of the conditions announced in paragraph 1st of this Article remaining applicable in this latter case.

"Art. 9.—The dispatches will be placed at the disposal of the receivers on the day following their actual arrival at the station.

"Art. 10.—The total time resulting from the Articles 6, 7, 8, and 9, will be alone obligatory on the companies.

* * * * *

"Art. 12.—From the 1st April to the 30th September the stations will be opened for the reception and the delivery of goods by slow speed, at 6 a.m. at latest, and closed at earliest at 6 p.m. From the 1st October to the 31st March they will be opened at 7 a.m. at latest and closed at earliest at 5 p.m.

"By exception, Sundays and holidays, the stations for goods by slow speed will be closed at 12 a.m., and the deliveries which remain to be done before the end of the day will be portioned to the first half of the following day. In the latter case the time fixed for the payment of the rates of warehousing, either by general tariffs or by special tariffs confirmed by the superior administration, will be increased by all the time included between mid-day and the hour appointed in paragraphs 1 and 2 of the present Article for the closing of the stations.

"Art. 13.—To the times fixed above will be added the time necessary for the accomplishment of the formalities of the custom house."

TABLE of the TIME of TRANSPORT from STATION to STATION of ANIMALS, PROVISIONS, GOODS, and OBJECTS of whatever Kind dispatched by Slow Speed.

Distance in Kilometres.	Time of Dispatch in Days.	Duration of Journey in Days.	Total Time in Days, excluding those of giving in, and Delivery.
From 1 to 150 kils. inclusive	1	1	2
„ 151 to 275 „ -	1	2	3
„ 276 to 400 „ -	1	3	4
„ 401 to 525 „ -	1	4	5
„ 526 to 650 „ -	1	5	6
„ 651 to 775 „ -	1	6	7
„ 776 to 900 „ -	1	7	8
„ 901 to 1,025 „ -	1	8	9
„ 1,026 to 1,150 „ -	1	9	10
„ 1,151 to 1,275 „ -	1	10	11
„ 1,276 to 1,400 „ -	1	11	12
„ 1,401 to 1,525 „ -	1	12	13
„ 1,526 to 1,650 „ -	1	13	14

Note.—This table only presents directly the estimation of the times for the transports effected by slow speed on one single system of railways. It will, however, serve for calculating the times relating to transports which require several lines conceded to different companies and connected together without break of continuity.

The operations to be made in this case consist of—

1st, To count *separately*, for each distinct line, the times of the 3rd column (duration of journey).

2nd. To add to the total thus obtained one day for the dispatch at the original station of departure.

3rd. To increase this last total by *as many days* as there are junctions connecting the distinct lines. The general total obtained by means of these three operations, *excluding the day of giving in and that of delivery*, is the result sought for.

The Ceinture railway round Paris is always considered as a distinct line, except that, in case of *transit one day only*, of supplementary delay, for the two points of juntion, binding the Ceinture to the adjoining lines, is to be counted.

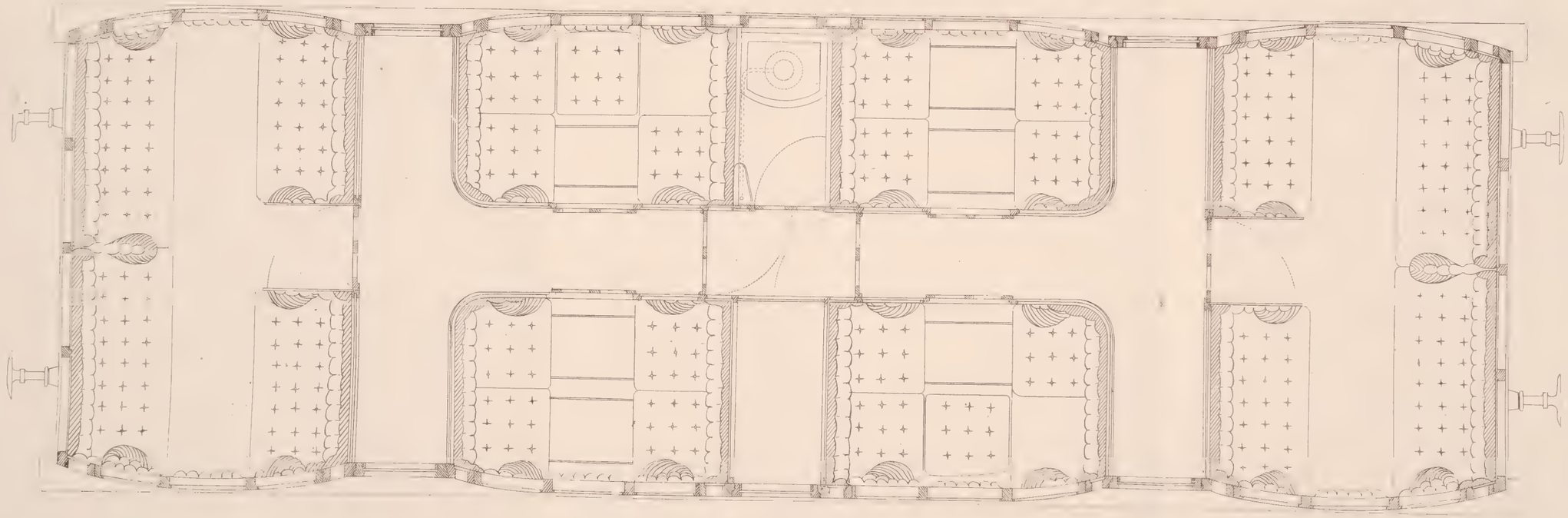
It is besides to be understood that the necessary delays for the accomplishment of the custom-house formalities, are not included in this table.

ROYAL COMMISSION ON RAILWAYS.

Appendix C J.

PLAN OF FIRST CLASS CARRIAGE IN USE ON RUSSIAN RAILWAYS,

Alluded to by Mr Hawkshaw in his answer to Question No. 14,629.



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Appendix CK.

Information as to the Obligations and Conditions of Transport of Railways in France.

Extracted and Translated from the "Dictionnaire législatif et réglementaire des Chemins de Fer, contenant "le Résumé des Documents Officiels en vigueur, et les principaux Renseignements pratiques sur l'Etab- "lissement, l'Entretien, la Police, et l'Exploitation des Voies Ferrées," *and furnished to the Commission by* Mr. Eborall, *Manager of the South-eastern Railway.* (*See his Evidence, Question* 16,201.)

GRANTS.

I.—*Demands (Petitions, Claims, &c.)*

After the preliminary formalities of inquiry, in which the populations of the places concerned are invited to make known their claims in the matter of the routes of proposed lines, the Minister of Public Works subjects the applications for grants to the following stages of investigation:—

1. The State Engineers and the Chief Inspectors of Roads and Ways have to pronounce, after careful study, upon the various questions of art, outlay, and returns.
2. The Council General on Roads and Ways examine and discuss the projects of the engineers.
3. The Committee of Consultation on Railways then, in their turn, consider the new schemes, principally in the interests of commerce and as regards the financial conditions proposed by the contracting companies.
4. Finally, the schemes and petitions are laid before the State Council, who, at first in committee, and afterwards in general assembly, examine them in all their bearings, and give their opinion as to the conditions of contract and the value of the companies.

Decreeing Grants.—It is only after the fulfilment of these formalities, intended as safeguards of the interests of the localities to be traversed by the new line, as well as in the interests of commerce in general and of the treasury, that the Emperor, upon the report of the Ministers of Agriculture, Commerce, and Public Works, and after having heard the remarks of the other ministers, pronounces, and, if he adopts the project, decrees and signs the grant.

II.—*Conditions.*

Purely financial combinations attaching to railway concessions are not contemplated in the compass of this work. They determine in general or special cases the part taken by the State in the execution of the works; decide the monied assistance of the State and of the localities concerned,—whether this help takes place in the form of a provisory engagement by loans or works to be repaid, in the form of a definitive engagement by means of subventions in money or labour, in the form of a contingent engagement in the way of guaranteeing interest; and finally, they determine the participation of the State in the profits, in the variations in the tariffs, and in the duration of the grants.

The information we here offer applies solely to the clauses and arrangements of the new conditions of contract, which determine in a general and uniform manner the reciprocal rights and obligations of the Government, the companies, and the public in the construction, maintenance, and working of railroads; for which matters we refer you to the different articles of this report under the head "Conditions of Contract."

III.—*Making over or transferring a Grant of a Railway.*

It appears to us unnecessary to quote the numerous documents declaring that a company is not the proprietor of a railway, and can therefore not dispose of a railway without the consent and approbation of the superior authorities. This principle appears sufficiently clearly laid down in two decrees of the Court of Appeal (Cour de Cassation), a summary of which here follows:—

"That treaty or agreement is null and void by which the grantee of a railway hands over to a third party the grant personally made to the said grantee by the State. In the decree pronouncing the nullity of such transfer there is neither an excess of power nor a violation of article 1,134 of Code Napoléon, especially when Government has refused its approbation of such transfer."

Right of Ownership.—The company to whom a railway has been conceded, whether it was constructed by them or by the State, have no real or landed right in the railway, the ownership of which is the State's, it being but a part of the entirety of roads and ways, and forming, in that quality, part and parcel of the public domain. The purely personal right of the company consists in the privileged levy of tolls or the price of transport for passengers and goods, according to the tariffs settled beforehand between the contracting parties.

Redemption, Security, Forfeiture. (Refer to each of these heads.)

IV.—*New Grants of adjacent Lines.*

Government expressly reserves the right of granting new concessions of railroads branching on to lines already granted, or being prolongations of these latter.

Rights contingent on Railway Grants. (*Vide* Correspondences.)

Rights of Third Parties.—Railway companies are bound to maintain and respect the rights over railways accorded to third parties anterior to the granting of such railways.

V.—*Expiration of Railway Grants.*

At the time appointed for the expiration of the grant, and by the simple fact of such expiration, Government will assume all the company's rights in the railway and its dependencies, and will at once enter upon the enjoyment of all the proceeds thereof. The company will have to hand over in good condition the railway and all its appurtenances of whatsoever origin, such as the buildings of the stations and termini, coach-houses, workshops, and depôts, watch-boxes, or gate-houses, &c. Also all such objects, equally belonging to railways, as gates, inclosures, roads—in their normal direction or diverted (slued)—turn-tables, water-tanks or reservoirs, hydraulic cranes, stationary engines, &c. In the last five years which precede the term of the grant Government will have the right to appropriate the revenues of the railway and apply them to the restoration of the railway and its adjuncts, should the company not have taken steps to fulfil entirely and satisfactorily their obligations in that respect. As regards the personal chattels, to wit, the rolling stock, materials for permanent way, combustibles, stores of all kinds, station furniture, station and workshop tools and appliances, the State will be under the necessity, if the company demand it, of taking over all these objects at the value appraisers shall assign to them; and, *vice versâ*, if the State require it, the company will have to cede them in a like manner. However, the State will only be bound to take over such stores, appliances, &c., as may be necessary for the working of the railway during six months.

PORTERAGE (Factage).

Collection and Delivery of Parcels.

I.—*Districts served and General Conditions.* (V. *Cartage of Goods,* Camionnage.)

II.—*Applying the Tariffs.*

Porterage applies, on the one hand, to the collection and delivery of parcels carried by passenger trains (messagerie), and on the other to money and value parcels.

Parcels (messagerie).—The charges naturally vary according to the weight of the packages and the importance of the localities provided with collection and delivery services. In Paris, for example, and other exceptional towns the charge for such service depends on the districts served. Owing to the very situations of the different stations in Paris there is no uniform rule for the levy of porterage charges. The tariffs applied by the greater part of the companies do not, however, differ much from the following figures: 20 centimes for parcels weighing from 1 to 5 kilogrammes inclusive; 25 centimes from 5 to 10 kilogrammes; 35 centimes from 10 to 20 kilogrammes; 40 centimes from 20 to 30 kilogrammes; 45 centimes from 30 to 40 kilogrammes; 50 centimes from 40 to 50 kilogrammes; above 50 kilogrammes the sum of 10 centimes is charged for every 10 kilogrammes or fraction thereof.

For the "eccentric zones" or districts (between the old and new town walls) these rates are generally doubled.

Consignments for the Central Markets in Paris.—Same rates as above for consignments of 50 kilogrammes and under, the charge not to exceed 25 centimes; beyond 50

kilogrammes the charge is 5 centimes for every 10 kilogrammes or fraction thereof.

Ordinary Localities.—The porterage on packages is for the first 5 kilogrammes generally 20 centimes; for packages of from 5 to 10 kilogrammes 25 centimes. To this rate is added 5 centimes for every 10 kilogrammes in consignments up to 50 kilogrammes; and above 50 kilogrammes the charge is 10 centimes for every 10 kilogrammes extra. These figures, be it remembered, are not quoted as invariable bases for all lines, but simply as approximates.

Money and Value Parcels.—In Paris the porterage tariff for value parcels is generally 50 centimes for values up to and including 1,000 francs, and 5 centimes extra for every succeeding 1,000 francs or fraction thereof.

For places beyond the corresponding rates are 30 centimes and 5 centimes.

Undertakings by intermediate Agents.—Porterage (*i.e.*, collection and delivery), when not performed directly by the company, is entrusted to special agents, in conformity with agreements in which the charges are mentioned, and which scarcely differ from those already named. These agreements have to be submitted to the minister for approval, by virtue of Art. 52 of the Conditions of Contract.

III.—*Time allowed for Delivery.—Delays.*

Conditions analogous to those for cartage (camionnage) (of goods).

Checking Parcels.—(V. *Packages* (Colis), *Declaration* (Déclaration), *and Verification* (Vérification).

IV.—*Responsibility and Superintendence.*—(V. *Cartage of Goods*).

V.—*Reforwarding of Packages.*—(V. *Cartage*, § 9, *and Reforwarding.*)

Porters.

(V. *Agents, Camionnage, Factage, and Personnel.*)

The name of porters is generally given to the individuals appointed at stations to receive, weigh, and book parcels, and deliver them to their consignees. At secondary stations porters occasionally perform the work of switchmen, &c. They work the disc signals, see to the cleaning of the station, and on occasion supply the place of station master.

Finally, on some lines the maintenance of the lighting apparatus is confided to the care of porters in the second category, under the supervision of the station master; oil, wicks, and other necessary utensils being provided them for the purpose.

Manipulation of Luggage.—(See *Bagages*, § 4.) We have to remark here that the service rendered by porters *is gratis* as regards the public, for they are paid by the company. They are expressly forbidden to ask gratuities of passengers.

FODDER.

I.—*Conditions of Conveyance.*

Hay, straw, &c. are particularly classed in the category of inflammable substances, which Art. 4 of the ministerial decree of the 15th July 1863 requires should be covered or sheeted with the greatest care. (V. *Matières.*)

II.—*Special Tariffs.*

Chemin de Fer du Nord.—Station to station rate per loaded truck for consignments of hay, straw, and flax in the stalk for journeys of 100 kilometres and under 35 centimes per waggon per kilometre with a maximum of seven francs, including station charges (loading and unloading performed by senders and consignees). For distances of more than 100 kilometres, 30 centimes per truck per kilometre (maximum, ibid., 35 francs per waggon). Latticed waggons specially employed for such transports should be of the following dimensions; length, 4 metres 94 centimetres; width, 2·25.

The company will not be bound in any case to supply stock of greater dimensions,

Lyons Railway.—Rate for conveyance of fodder, &c., 25 centimes per kilometre per waggon load of 5,000 kilogrammes, minimum 10 francs per waggon. Consignments should be announced by the sender to the station master at least three days beforehand.

Orleans Railway.—Charge per waggon for hay and straw over the entire system.

Per truck per kilometre:

For distances up to 100 kilometres -	35	centimes.
„ from 101 to 200 kilometres - -	30	„
„ from 201 and upwards -	25	„

Minimum per truck:

For distances up to and including 100 kilometre - -	14	francs.
„ from 101 to 200 kilometres - - -	35	„
„ from 201 to 400 kilometres - - -	60	„

To enjoy this tariff the sender should supply his hay and straw in trusses well made up. The trucks placed at the disposal of the sender will have the following minimum dimensions: length, 3·20 metres; width, 2·28 metres.

General Conditions.—Prescribed limits of time exceeded at the will of the companies, by five days (Nord and Lyons Railways, by 15 days (Orleans Railway).

(2.) Loading and unloading done by senders and consignees.

(3.) Finally, the application of the other conditions summed up in the article Tariffs, § 13.

TARIFFS.

Numerous Variations.—The frequent modifications which the tariffs of railway companies undergo as regards charges, time allowed, journeys, and conditions vary the economical bearings of these tariffs from day to day. These variations would render such information as we could offer in the matter of statistics and different details quite nugratory. It is therefore only possible to master them by a special study of voluminous collections of tariffs. We shall in consequence confine ourselves here to an abstract of some general principles involved in Art. 42, and others in the conditions of contract, and laid down or established by precedents.

I.—*General Tariffs for Passenger Trains.*

These tariffs comprehend generally conveyance of 1st, 2nd, and 3rd class passengers, children, soldiers, luggage, dogs (in the dog-boxes of luggage-vans).

Also the conveyance of oysters, fresh fish, market provisions, excess luggage, and merchandise of all kinds designated parcels (messagerie).

(1.) Oxen, cows, bulls, horses, mules, beasts of draught; (2.) Calves and pigs; (3.) Sheep, ewes, lambs, and goats may, on the demand of the consignors, be conveyed at passenger train speed: in this case the goods train charge is doubled and the impost added. Two or four wheeled private and public carriages may also be conveyed at passenger train speed on payment of the doubled tariff.

Finally, passenger train service comprises specially the transport of funeral carriages and coffins, bullion, values, and objects of art.

We have given elsewhere in this report detailed references upon the different objects of transport. (See *Animaux, Bagages, Colis, Denrées, Factage, Finances, Messagerie, Marchandises, Voitures, Voyageurs.*)

II.—*General Tariffs for Goods Trains.*

Conveyance by goods trains, mentioned in Art. 42 of Conditions of Contract, comprehend the animals (before named); goods in the three classes (v. *Classification* and *Marchandises*); waggons, trucks, locomotives, tenders, and carriages of all kinds. (V. *Matériel* (rolling stock) and *Carriages*, Voitures.)

Special conditions are applied to large masses of more than 3,000 kilogrammes weight (see *Masses*), and the conveyance of wood and iron in lengths of more than 6½ metres. (See *Marchandises* and *Camionnage.*)

Tariffs for Camionnage (Cartage of Goods), *Factage* (Collection, &c. of Parcels), *Magasinage* (Warehousing), *Omnibuses.* (See the words.)

III.—*Exceptional Tariffs.*

Besides the particular arrangements in force with the different companies under the approbation of the minister for the conveyance of large masses and pieces of wood and iron longer than 6½ metres, *i.e.*, longer than the ordinary vehicles, "the prices fixed in the Conditions of Contract " are not applicable to the following objects, for the con- " veyance of which the authorities have reserved the right " of annually regulating the tariffs both per *grande et petite* " *vitesse* upon the motion of the companies":—

"(1.) Provisions (for the markets) and articles not specially named in the tariff, and not weighing 200 kilogrammes, and occupying less room than a cubic metre. (See *Denrées* and *Marchandises.*)

"(2.) Inflammable or explosive articles, animals, and dangerous articles, for which the police regulations prescribe special precautions. (V. *Animaux* and *Matières.*)

"(3.) Animals, the declared value of which exceeds 5,000 francs. (V. *Animaux.*)

"(4.) Gold and silver coined, wrought, or in ingots, plated ware, mercury, platinum, jewels, lace, precious stones, objects of art, and other values. (V. *Finances.*)

"(5.) And finally packets, packages, excess luggage weighing separately 40 kilogrammes or less." (V. *Colis* and *Messagerie*.)

The ministerial decrees of the 30th May and 30th December 1862 fixed for the year 1863 the prices and conditions of the exceptional tariffs just enumerated, but it does not seem necessary to reproduce here those prices and conditions, as they figure already in our report under the various articles to which they apply.

It is, moreover, a principle that when the renewal of the exceptional tariffs to be annually decreed by the authorities has not taken place in fit and proper time, the said tariffs are prorogued by law, and none the less so as regards senders.

Accessory Charges.—This last provision applies also to the collection or levy of incidental charges, the tariff of which is annually regulated by the minister. (V. *Frais Accessoires*.)

Special Tariffs.—(V. farther on.)

IV.—*Minimum Weight admitted into the Tariffs.* (V. *Colis, Messagerie*, and *Tonnage*.)

Weighing of Packages.—(V. *Pesage*, Weighing.)

V.—*Kilometrical Basis, &c.*

"Companies can levy no charge but by virtue of the confirmation of the minister. (V. *Homologation*, Official Confirmation.)

"The charge is according to the number of kilometres run. Every part of a kilometre considered as a whole one. A less distance than six kilometres is reckoned as six whole ones."

Exceptional Modes of Computation.—(V. *Distances*.)

"When companies have to submit to the administration tariffs of *fixed charges*,* they are directed to add to the explanatory report accompanying their proposals a note showing the kilometrical basis of these tariffs. This note is intended like the report itself to serve as a private element of appreciation for the administration and for the use of the officers of supervision."

Plurality of differing Tariffs.—(See hereafter.)

Minimum Charge.—"For whatever distance, and whether by fast or slow trains, the charge is not to be less than 40 centimes."

"*Cereals.*—In the case where the hectolitre of wheat should rise in the chief regulating market to 20 francs and upwards, Government may require of railway companies that the tariff for the transport of wheat, grain, rice, maize, flour, farinaceous vegetables, including toll, shall not, at the most, exceed 7 centimes per ton per kilometre."

The last Commission of general inquiry on the working of railways (1863) decided "that the clause relative to the "conveyance of cereals should continue to be inserted in "the Conditions of Contract, mention of a special regu- "lating market being in all cases replaced by that of the "Paris market, and the price of wheat, beyond which the "tariff will be reduced, being uniformly fixed at 20 francs "per hectolitre."

VI.—*Tariff Proposals.*

"Companies shall prepare a table of the prices they propose to charge, within the limit of the maximum authorized by their Conditions of Contract, for the conveyance of passengers, cattle, goods, and different objects, and send at the same time copies to the Minister of Public Works, to the prefects of the departments through which the railway runs, and to the chief engineers and inspectors of government supervision."

Companies shall, moreover, as speedily as possible, and in the forms prescribed in the preceding article, submit their propositions to the Minister of Public Works for charges not determined by their conditions of contract, and concerning which the minister is called upon to enact.

Placarding Tariff Propositions.—(See *Affichage*, Posting.)

Communicating with the Chambers of Commerce.—(See farther on.)

Examination.—As a rule the opinions of the service of Supervision should reach the minister at the latest a fortnight after the tariffs have been sent in by the railway company.

Provisory Approval.—If the examination of the proposals of the company appear likely to take up time, the Engineer-in-Chief of Government supervision should, in company with the superintendent of the traffic, make a summary or superficial study of them, and transmit to the minister, at the expiration of the allotted fortnight, dating from the placarding, an intermediate or provisory decision, informing him if it be advisable to allow the new tariffs to be applied *provisorily*, subject to a definitive decision, or to call upon the company to defer the new levy. It must be clearly understood that this mode of proceeding is to be resorted to with the least possible frequency.

Definitive official Confirmation and Publication.—(V. *Homologation* and *Publication*.)

New Formalities of Confirmation.—(V. *Homologation* in the Appendix; v. also the present article.)

VII.—*Reduction of Rates.*

"In cases where companies should judge fit either on the total length, or on parts of the railroad, to reduce, conditionally or otherwise, below the limits determined by the tariff, the charges which they are authorized to levy, such reduced charges shall only be raised again after a lapse of of at least three months with regard to passengers and of a year for goods.

"In cases of reduction in the tariffs, the reduction shall bear proportionately on the toll and on the transport.

"Every tariff modification proposed by the company shall be announced a month previously by placards."

The company will give notice of these modifications to the Minister of Public Works, to the prefects of the departments traversed, and to the chief engineers and inspectors of supervision. The formalities mentioned are obligatory either as to reducing or raising the rates,

Augmenting the Tariffs.—The last Commission of general inquiry on the working of railways declared "that it would "be useful, on principle, to diminish the time allowed by "the Conditions of Contract for augmenting the tariffs for "increasing the tariffs for goods."

Levying the Charges.—"At the expiration of the month from the day of posting up the alterations, the said charges may be levied, if, in the interval, the Minister of Public Works have confirmed them.

"The collection of the charges shall take place indiscriminately and without favour.

Mistakes in applying the Rates.—(V. *Taxes*.)

Publishing the Ministerial Alterations.—"If modifications in some of the prices published are ordered by the Minister, the rates, as altered, will have to be republished, and can only be brought into operation in a month's time from the date of their being published."

The provisions of Art. 49 of the Ordinance of the 15th November 1846, just mentioned, are general and absolute both as regards the public and as concerns private undertakings. Contravention of this article renders a railway company liable to penalties awarded as per Art. 21 of the law of 1845.

VIII.—*Proving Publicity.*

In order that the spirit of the law may be complied with it is necessary—

"(1.) That the publicity afforded to the tariff proposals be sufficient.

"(2.) That the placarding during one month be regularly proved.

"(3.) That the superior authorities should have been put in a condition, in the interval, to form their decisions and notify them to the companies."

Communication with the Chambers of Commerce and various Formalities.—The aforenamed circular of the 31st October 1855 invited the "ingénieurs en chef du contrôl to show "if each locality receives posters, and in what number, at "what points the placarding is done, and how the preser- "vation or renewal of the bills is provided for; if there be "occasion for instructing the companies to post one at the "town-hall, and to have direct communication with the "Chambers of Commerce." Consequent on the inquiry made on the subject, the minister instructed the prefects to communicate regularly to the Chambers of Commerce:— "1, the tariff proposals presented by the companies;" "2, "the prefectorial decrees pronounced in the execution of "the decisions respecting these tariffs."

As for the interval of a month from the publishing of the tariffs and the putting of them into force, it is important to be strict in the matter, the directors being, however, free to judge whether the public are interested in the new rates coming into force before the expiration of the interval prescribed by law.

Account was also rendered to the minister of the material fact of the placarding, and when it took place, by attaching to the papers a copy of the bill.

Visa affixed to the Bills.—To conform to a ministerial decision of the 2nd December 1853, "station masters were "required to get verified, either by the commissioners of "supervision or by the mayors of the communes where "are situate the stations, which have no special agent of "supervision, the bills intended to notify to the public the "tariffs or their modifications put forward by the company "for official confirmation."

Neglecting to publish Tariff Alterations.—A company having reduced their tariffs, and not fulfilled the require-

* Not founded on a kilometrical basis.

ments of their conditions of contract, *i.e.*, not having placarded the alterations a month previously, is liable for damages towards a carrier whom this competition may have injured.

Expenses of Publishing.—The formalities of publishing the tariffs are gone through at the company's expense.

IX.—*Binding nature of the Tariffs.*

"As soon as they have been approved and published in the legalised form, the tariffs, fixed or modified by the superior administrative authorities, become binding for and against the railway company, just as the Conditions of Contract annexed to the laws of concession, and it behoves neither the civil jurisdiction nor the tribunals of commerce to criticize or trammel their execution."

"It is not, for instance, allowed that a tribunal should impose on a company a shorter allotment of time and a reduced charge under the pretext, that, by the very nature of the thing, a contract modifying the tariffs must be regarded as having intervened between the sender and the railway company." (Court of Appeal, 19/1/58.)

But the judicial authority is qualified to consider whether, for instance, the approved rates and the prescribed conditions have been properly applied.

Claims.—It follows from what has been said, that the minister alone is competent to take cognizance of motions for the establishment and modification of tariffs. "Prefects "are not qualified to examine such claims; they must refer "such matters to the minister, adding thereto, if need be, "their remarks."

"Ordinary tribunals may, on the other hand, be appealed "to for the restoration of money charged by a railway "company on the strength of tariffs not authorized and "published in the regular way." Such a claim is appropriately made before the tribunal of the place where the goods where handed to the railway company.

X.—*General Cartage and Porterage Tariffs (Collection, &c. of Goods and Parcels).*—(V. these words).

XI.—*Formalities applicable to all Tariffs.*

The general rules respecting placarding, official confirmation, and publicity, just indicated, for general goods and parcels tariffs apply equally to the different tariffs hereafter to be treated of, excepting, however, *international tariffs* regulated by special provisions.

XII.—*Differential and Subscription Tariffs (i.e., Guaranteed or Contract Tariffs).*

The tariffs submitted for approval to the superior authorities are generally without anomalies, *i.e.*, contain no conditions rendering, to give an example, the rate for a longer distance lower than that for a shorter; but the administration is sometime invited to authorize the application of rates which do not present for all intermediate or fractional distances a uniform kilometrical basis; hence the origin of differential tariffs, not to be confounded with "subscrip- "tion tariffs (suppressed by ministerial decree of the 25th "January 1860), in accordance with which senders under- "took to send all their consignments by the railway to the "exclusion of all other modes of transport."

"It concerns the administrative authorities alone to appreciate the various matters which may decide the rejection or confirmation *of a differential tariff establishing between the extreme points of a railway rates proportionally lower than those for intermediate points.*"

"It is of the sovereign power of the judge to decide if an entire run between two extreme points has been performed in one distinct journey or two, and if, consequently, a single tariff should be applied or two."

Stations not specified.—"Consignments from intermediate stations have the right to profit by the differential tariffs made by railway companies between their extreme limits."

The ministerial approval generally respects this latter principle in all reduced tariffs, the benefit of which reduction is not enjoyed *by some of the intermediate stations*, especially as regards the greater part of the special tariffs to be treated of hereafter. (§ 13.)

Ordinary tribunals are, moreover, competent to consider whether the advantages of the altered tariffs of a railway company extend to such and such a station of the railway.

In the absence of a special clause in the tariffs and in the case of claims respecting stations not specified, "the reduc- "tion is only available for the space of time involved "between the moment the claims have been recognized as "having foundation and the moment when the epoch "during which the reduction existed expires."

XIII.—*Special reduced Tariffs.*

On all railways companies have adopted, with authorization, special tariffs for different objects of transport by *grande et petite vitesse* already comprised in the general tariffs derived from Art. 42 of the Conditions of Contract. We shall now give a summary of some of the conditions governing these special reduced tariffs:—

Grande Vitesse (Passenger Train Speed).—Reductions in the tariff are ordinarily granted for certain lines or parts by *grande vitesse*, as regards travellers, milk, and market provisions; but every latitude is allowed the companies in these reductions, which cannot be imposed on them, as they are beyond the terms of the Conditions of Contract. (V. *Billets* (Tickets), *Denrées* (Provisions), *Huitres* (Oysters), *Lait, etc.* (Milk, &c.)).

The same remarks apply to the various articles of conveyance by *petite vitesse*, to be treated of hereafter.

Petite Vitesse.—Among the special reduced tariffs, applicable chiefly to consignments (by goods trains) of the most ordinary description of goods, we will cite, as figuring in the tariff books of the different companies, those referring to the transport of cattle, race-horses, cotton, manure, stallions, iron and brass, fodder, flour, grain, &c., crockery, coal, coke, oil, agricultural instruments, wool, liquids, building materials, rolling-stock, furniture (loose), ore, stone for macadamizing, plaster stone, free-stone, paving ditto, granite, &c., apples and pears, salt, sugar, tallow, &c. We have indicated, at least compendiously, in the course of this report the different rates for the objects named.

Certain exceptional operations are equally the subject of special tariffs. Such are, the passing of goods through the customs, weighing at certain stations, unloading from railroads and transferring to canals, &c. Tariffs for goods carried on private branches should also find a place in the collection of special tariffs of each company. Finally, the special tariffs should give a list of the goods of a less weight than 200 kilogrammes per cubic metre, subjected to the augmentation of 50 per cent.

Various Conditions in special Tariffs.—We have now to recapitulate the chief conditions attaching generally in entirety or in part to the special tariffs in use on the different lines of railway.

Non-guarantee Clause.—The words "without responsibility" in the classification annexed to the general tariffs with regard to certain articles conveyed at reduced rates apply to deterioration and loss in transit. Consequently, railway companies in their special tariffs declare themselves exempt from all responsibility for waste or loss and deterioration in transit. (It has, however, been laid down in cases tried that they are responsible for damage in transit attributable to negligence on the part of the servants of the company, and with the following quotation we conclude the references we have already given on the subject under the article *Avaries*, Damage):—

"One of the conditions (nearly invariable) of the application of special tariffs is *that* by which companies declare themselves not responsible for damage or loss in transit. This stipulation does not make them irresponsible when the damage, the subject of the claim, must be attributed, on the face of the documents from which the judges have had to form their decision, to the negligence or want of precaution of those charged with the conveyance of the goods."

(2.) Manipulation.—The loading and unloading of the waggons are generally done under the care and at the expense of the consignees; the companies then levy only the station charges. (See *Frais*, Expenses.)

Senders of loaded waggons should give railway companies a preliminary notice of 24 or 48 hours; and, on their arrival, goods should be taken away by the consignees within the periods allotted in the tariffs, in default of which demurrage charges will be levied.

(3.) Prolonging the Time allowed for Transit.—Companies reserve, moreover, the right of prolonging up to a certain limit the delays allowed by the Conditions of Contract.

(4.) Tonnage Conditions.—The greater part of consignments anticipated by special tariffs are charged for per waggon-load of 4,000, 5,000, and even 10,000 kilogrammes, or by paying by weight if advantageous to the sender.

(5.) Minimum Charge.—Companies, when they apply a special tariff for certain distances, stipulate sometimes for a minimum charge, varying according to the distance divided into zones: (1) up to 100 or 150 kilometres; (2) from 100 or 150 to 200 or 300 kilometres; (3) upwards of 300 kilometres, &c.

(6.) Minimum Distance.—Of some goods consignments at reduced rates for less distances than 50 kilometres, 100 kilometres, &c., are not admitted.

(7.) Advantage conferred on intermediate Stations.—(V. above.)

(8.) Obligatory Choice between the general and special Tariffs.—We have pointed out hereunder (§ 14) the formalities to be fulfilled concerning the preliminary declaration to be made by the sender, and the rejection of claims arising out of this measure.

(9.) Tariff applying by Weight (and not by the Number of Articles).—(V. *Expédition* Consignments.)

(10.) Empty Packing Cases, &c. returned free.—Empty bottles, vases, bags, frames, cases, baskets, &c. are returned free on showing the *lettre de voiture* or the stamped *récépissé* which accompanied the consignment; but we do not think that this allowance is made on all lines, nor, especially, is it applied to all kinds of goods.

(11.) Maintaining of certain Conditions in the general Tariffs.—Finally, it is expressly repeated that the terms of the general tariffs which are not modified by the special, are preserved in force.

The Propositions of the special Tariffs.—"Companies, instead of limiting themselves to one single despatch, should accompany each proposition with an explanatory report, allowing the motives of the propositions to be judged with a thorough knowledge of the case. These proposals should be recapitulated in a bill to serve as a basis for the prefectoral decision. Finally, the alterations or additions suggested will be indicated in red ink on a copy of the tariff annexed to the papers."

Plurality of Special Tariffs.—In combining to the profit of a consignor the advantages of two special tariffs have no connexion with or dependence on each other; the first judges interpreted them wrongly, and extended the advantages of each of the two tariffs beyond the case for which it was made, and in the eye of which each tariff had imposed a correlative charge; but when it is a question of conveyance partly over a main line and partly over one of its branches, and when different tariffs are applied to the different parts of the journey, the tribunals are not to decide upon the lowest tariff alone; they must combine these different tariffs in order to fix the total price of transport.

XIV.—*Joint Tariffs and combined Tariffs.*

In law distinction is made between joint tariffs concerted between two or more companies, and considered as *maximum charge*, for the conveyance of merchandise from one point of one line to some point of another, and combined tariffs which simply constitute the union of two special reduced tariffs. But this distinction has not been made in the examination by the superior authorities quoted below.

Examination of joint Tariffs.—"Every time joint tariffs or treaties between two lines having termini in Paris are presented to the administration, the inspectors in chief of the interested lines will assemble and make a joint study of them. The examination thus completed, each inspector will commit his conclusions to writing in a special report, which then bearing no longer on details particular to one line, but upon the entirety of the project, will be more calculated to enlighten the administration, to aid them in the examination of the question, and to hasten the solution of the matter submitted to them."

Obligatory Nature.—Combined tariffs by which two railways undertake to convey at reduced rates goods coming from one point of the one line to some point of the other are legal and obligatory after they have been submitted for approval conformably to the provisions of the Conditions of Contract.

"Consequently, a sender at an intermediate point of the distance cannot demand for the partial journey the advantages of the combined tariff for the total distance."

"The principle of radical and absolute equality among senders only exists for tariffs 'considered as maximum 'rate.'"

"But when it becomes a question of reduction by treaties of favour upon the joint tariff, the right of extending the advantages thereof to the public belongs solely to the administration, and senders cannot individually claim the benefit of the treaty without accepting at the same time all the conditions."

Judicial fixing of the Total Charge for Conveyance.—We quoted at the end of paragraph 13 a judicial decision by which tribunals are not to take, in order to estimate the charge for conveyance upon a main line and its branches, the lowest of the tariffs involved, but should combine the different tariffs. This decision applies particularly to the plurality of differing tariffs in force on a single system, and we merely call attention to it here.

Responsibility in the matter of joint Tariffs.—"The engagement by a company undertaking the conveyance of goods from one of their stations to a station on another line binds them, as regards the sender, for the whole distance, without his having to concern himself about the part of the journey on the other company's line."

It has been decided, moreover, "that when two railway "companies have substituted for the joint tariffs (considered "as maximum charge) a combined tariff (union of two re- "duced tariffs), they are not justified in exercising control "over the destination of the goods, provided that consignors, "availing themselves of the advantages of the combined "tariff, conform to the conditions specified."

Various Formalities and Conditions.—In principle, the conditions of the general tariffs not modified by joint tariffs are preserved in force as regards each of the companies.

Preliminary Declaration by the Sender.—The application of reduced special or joint tariffs takes place only upon the express demand of the sender; the tariffs contain on this subject the following clause (approved by Ministerial Circular of the 29th June 1861):—

"The tariff rates will only be applied upon the sender's making the express demand on his declaration. Failing this preliminary demand, the consignment will be rated upon the charges and conditions of the general tariff of each company."

Claims, Competency.—Claims have been addressed to the minister upon this last clause, but the superior administration gave the information by a circular of the 25th November 1861, "That the preliminary declaration has for "its sole object that of proving the accord existing be- "tween the companies and the sender. It therefore "presents in that respect a utility which commerce cannot "disregard."

"An action for a reduction of the rate agreed upon for the conveyance of goods and for damages brought against a railway company and grounded on the transport charges having been paid upon a joint tariff, whereas they should have been paid upon a tariff of reduced rates, is appropriately carried before the tribunal of the place where the goods conveyed were handed to the company."

XV.—*International Tariffs.*

These apply, on one hand, to goods in transit (*i.e.*, traversing France from one frontier to another under Customs' seal), and, on the other hand, to goods for exportation (*i.e.*, sent abroad from a place on French territory).

An imperial decree of the 26th April 1862 made considerable changes in the conditions of official confirmation of transit and export tariffs, and exempted companies from certain preliminary formalities in force for ordinary tariffs. The chief provisions of this decree are the following:—

Transit Tariffs.—"Art. 2. Companies making the application may be authorized by the minister of public works to levy the charges and apply the conditions they may think *best calculated to combat the competition offered by foreign routes.* They will not in this case be tied to any formalities of preliminary placarding or to the observance of any delay either in applying the reduced rates or in augmenting the reduced rates within the limits of the time prescribed by their conditions of contract.

"Art. 3. The companies to whom this authorization shall have been given will communicate to the minister the rates and conditions applied to consignments in transit the day before they are put into force.

"Each tariff of this category should be produced under the form of prices charged, *i.e.*, should show for each kind of goods one complete sum per ton, comprising toll, transport, and accessory charges of all kinds from the frontier of entry to the frontier of exit.

"This total amount will be the same for all sea-ports of the same railway and situated on the same stretch of coast.

"Art. 4. Every transit tariff will be made public before being put into force by placards at all the stations named in the tariff.

"Art. 5. At any moment the minister may prohibit the application of transit tariffs.

Export Tariffs.—"Art. 6. Companies will be *exempted*, as regards reduced export tariffs, from the preliminary *formalities of placarding* prescribed by Art. 49 of the Royal Ordinance of the 15th November 1846.

"They will too be exempted from the obligation imposed by the Conditions of the Contract of not re-raising the rates before the expiration of a year.

"They will have, for tariffs of the kind, to conform to the following regulations:—

"Art. 7. Companies will submit *to the minister* all proposals either for reducing the rates for goods for exportation or for modifying the general conditions (of applying the tariffs) relative to these consignments.

"Art. 8. The proposals of which we are now treating should point out the parts of the line on which the tariffs will be applied (at the departure station) and the duration of time fixed for applying them. This period should not in any case be less than three months.

"Art. 9. If in an interval of five days from the registration of these proposals (in the offices of the administration) the minister does not notify to the companies his objection, the proposed tariffs may be applied provisionally. These tariffs will be immediately made known to the public by placards at all the stations named in the tariff.

"Art. 10. Every time when, after the minimum interval of

three months, fixed by Art. 8, companies wish to re-raise the export tariffs reduced by them, they shall be bound to conform to all the provisions of their Conditions of Contract and of the Royal Ordinance of the 15th November 1846.

"Art. 11. Annexed to every statement of receipts and expenditure each company will transmit to the minister a general table showing the tonnage, the origin, the nature, and the destination of the goods conveyed over their system, as well as the rates and conditions subject to which the conveyance shall have been performed," &c.

XVI.—*Infraction of the Provisions the Tariffs.* (V. above, §§ 8 and 9; v. also *Affichage* and *Pénalté.*

TAXES (Contributions, French).

I.—*Division of the Expense of forming a Railway.*

A law of the 19th July 1845 abrogated the provision of the law of the 11th June 1842, by the terms of which departments and communes contributed towards the formation and construction of railways two-thirds the amount required for the acquisition of land.

II.—*Land Tax.*

On some railways the station masters are authorized to pay out of their traffic cash taxes due by the company in the communes where the stations are situated, or else in the neighbouring communes. The taxes to be paid are determined, moreover, in the following manner.

Railway Land.—"The land tax will be fixed according to the area of land occupied by the railway and its dependencies; the quota will be calculated for the railway, like for canals, conformably to the law of the 25th April 1803. The buildings and warehouses dependent on the working of a railway will be rated similarly with other buildings in the neighbourhood. All the taxes to which these buildings may be subjected will be, like the land tax, at the company's charge." (Article 63 of the Conditions of Contract.)

Apartments for the Company's Servants, &c.—"Lodgings "occupied in the buildings of a railway station are regarded "in the light of a 'locale where a profession or calling is "'exercised,' and are subjected to the proportional duty of "one-twentieth." The company is also charged the proportional duty for their gate-houses and wharves adjacent to their goods stations, as constituting railway dependencies.

Annual Assessment.—"When, in a railway company's deeds of concession, the land tax is decreed to be charged to the company, and to date from the month of July or August only, it is, nevertheless, dating from the 1st of the preceding January that the company should have been taxed."

III.—*Duty on Goods.*

We hold it useless to report here the wording of the instructions and circulars addressed by the Minister of Finances to the excise and custom-house officials superintending railways regarding the collection of the duties on goods. As the formalities customary in such matters are foreign to the properly so-called working of the railway, we shall do no more than quote the following extract from a circular destined to put an end to difficulties which had arisen between the tax collectors and the companies' servants in respect of the insufficiency of the time (*délais*) allowed by the control for the conveyance of beverages:—

"From the year 1858 (Circular of the Finance Minister of the 6th May, No. 536) instructions have been issued to the excise officers that note should be made on the permits, &c., delivered by them of the supplementary *délais* which may be required by the reduced tariffs applicable to the conveyance of goods on which duty, &c., is paid. If difficulties have arisen they are attributable only to the insufficiency of the information furnished to the excise officials by the consignors or by the company's servants concerning the particular conditions under which beverages are conveyed on railways.

"Referring to this despatch, a circular of the Minister of Public Works, dated the 9th of April 1861, requested railway companies to inform the excise officers precisely of the time (*délais*) allowed by the tariffs for the conveyance of beverages. Those delays will be from that time specified on the permits, &c., delivered by the Excise, and thus a recurrence of the difficulties named will be prevented.

Various Duties or Dues.—See *Octroi* (Town Dues), *Patents* (License).

TAXES (Impôts).

I.—*Land Tax.* See *Contributions.*

II.—*Taxes or Duty on Securities.*

Shares and bonds are not subjected to the tax created by the law of the 27th June 1857; but they pay a transfer duty of 20 centimes per 100 francs (4*s.* per cent.) According to the same law this duty, on documents called "bearer" (*au porteur*) and on securities which may be transferred without a transfer deed (? scrip), is converted into an annual and obligatory tax of 12 centimes per 100 francs capital, rated at the medium currency of the preceding year.

"This last tax is payable quarterly, and advanced by the company, who, however, may have recourse against the holders of deeds.

"The duty on securities which can only be transferred by means of a transfer deed is levied at the moment of transfer, on account of the treasury, by the railway companies, who thus, by the act of transfer, become the treasury's debtors.

"At the end of each quarter the said companies are bound to transmit to the registrar a statement of the transfers and conversions effected by them, as well as the state (in the market) of the shares and bonds subjected to the annual tax.

"In companies having securities '*au porteur*' (? scrip), any proprietor of shares and bonds, &c. may at any time convert his scrip into stock, and *vice versâ.*

"In each case the conversion gives occasion for the transfer due." (Law above named, 27th June 1857, ext.)

Foreign Securities.—"Shares and bonds issued by foreign undertakings are subjected in France to duties equivalent to those above-named." (Extract from law of 1857.)

III.—*Duty on Passenger Trains.*

Extract from the law of the 14th July 1855:—"Art. 3. Dating from the 1st August 1855 the tithe of the fares for railway passengers due to the Treasury will be calculated on the total price of the tickets.

"Moreover, there will be levied for the public Treasury a tithe of the charges for conveying goods and all other objects by passenger or fast trains.

"The companies tariffs will be augmented by the amount of the new taxes resulting from the present article."

Provisions.—A ministerial despatch of the 14th of August 1855 notified to the companies concerning the levy of the tax established by the above-mentioned law of the 14th July 1855:—

"1. That no exception should be made for provisions conveyed by passenger trains.

"2. That the tithe should be levied on the total and aggregate price received by the companies, and this without distinction and without reduction in respect of expenses or charges called 'accessory.'"

Conveyance by fast Trains, with Time allotted for Delivery —Finally, "the question whether the new impost should "apply to consignments specified as 'consignments by "'passenger train with time allotted' has likewise been re-"solved in the affirmative." (Annotated Code, L. Fleury.)

Diligences (Vehicles) conveyed on Carriage Trucks.—"The conveyance of diligences by rail on carriage trucks is "not subjected to the payment of duty." (T. Seine, 20th August 1846.)

IV.— *Double Décime.*

The décime (1*d.*), levied in addition to the fiscal dues, originated in Art. 1 (as follows) of the law of the 6th Prairial (26th May) of the year 7 (of the French Republic).

"Art. 1. Dating from the enactment of the present law, there will be levied by and for the Republic and designated as 'war subsidy extraordinary for the year 7' one décime per franc over and above the duty . . . . on public vehicles . . . ."

This duty, temporary in principle, has become definitive.

A second provisory décime even has been imposed and maintained during these latter years, and we do not think it has yet been taken off.

TOWN DUES (Octroi).

III.—*Duties payable by Railway Companies.*

"Companies having obtained grants of railways are sub-"jected, as regards town dues, to duty on fuel consumed "not only in their offices or by the engine which feeds or "supplies the station tanks (*machine d'alimentation*), but "also by the locomotives."

By a recent decree of the Court of Appeal, town dues extend to the fuel consumed in the workshops situated within the limits of the town dues where the rolling stock is repaired. Companies cannot lay claim for such combustibles to the exemption allowed in the case of fuel used in the production of articles intended for general and public commerce. This last decree, specially applicable to fuel consumed by railway companies in their workshops located in the suburban zone annexed to Paris, seems to invalidate, at least partially, a previous decision of the Supreme Court of the 8th July 1861, which exonerated in a general manner from town dues fuel used by railway companies in the construction and maintenance of their necessary utensils and also in repairing their rolling stock.

Dues on Wrought and Cast Iron.—"Liable to town dues

" are only articles of wrought and cast iron used in build-
" ings (*ville de Paris*). Exempt therefore from all dues are
" articles of manufacture to be used in the construction of
" machines."

IV.—*Dues on Goods conveyed.*

"Failing instructions contrary to the parcels ticket (*lettre
" de voiture*), railway companies may consider themselves
" authorized to pay the town dues on 'goods to be de-
" 'livered.'" But on goods to be "left at the station," the payment of town dues appears subject to the following rules laid down in a decree of the Court of Nimes:—

"In opposition to what the 'correctional tribunal' of Orange had decided, the 'correctional chamber' of the Court of Nimes declared that the provision of a law respecting town dues which obliges inhabitants residing beyond the excise offices or toll-houses, but within the limits to which town dues extend, to certify their goods and pay the dues (if any) before housing them, is not applicable to railway companies whose stations, situated within the town due limits, accept articles liable to town dues; it is incumbent on the consignee alone, who causes them to be delivered up to him, and who takes them into the town, to declare the goods and pay the dues."

"Railway companies are likewise not bound to make any declaration or even to fulfil the transit formalities relative to objects of conveyance which are only delayed at their stations to be sent to another destination, even though they should traverse a district where town dues are payable."

Paris, April 28, 1866.

Railways in France pay neither poor nor any local rates.

The Government impose a tax of 10 per cent. upon all grande-vitesse traffic, besides a duty of 20 centimes upon all parcels forwarded or received, and a stamp duty of 50 centimes upon each invoice per petite-vitesse, commonly called "timbre de lettre de voiture."

This immense revenue is collected by the Government every 10 days.

The following sums are paid per annum by the Northern of France:

	Frs.
Traffic duty 10 per cent. - - -	4,000,000
Stamps on shares and bonds - -	265,000
Transfer stamps - - -	658,000
Government duty of 20 centimes per parcel - - - -	730,000
Salaries of the Government inspectors (commissionaires administratifs) -	163,000
Conveyance of Government rural tax collectors and Government officials -	80,000
	5,896,000 frs.

= 235,840*l.*

(Signed) P. T. Bingley.

To C. W. Eborall, Esq.

Appendix CL.

Copy of Contract for Working the North Staffordshire Railway.

Mentioned by Mr. G. P. Bidder in his Answer to Question 16,794.

NORTH STAFFORDSHIRE RAILWAY. — Tender and Contract for the Maintenance of the Rolling Stock and Working of the Traffic of the North Staffordshire Railway.

[a] Here insert "I" or "we." and name or names, with residence and description at length.

[a] do hereby tender for the Contract for the Maintenance of the Rolling Stock and Working of the Traffic on the North Staffordshire Railway upon the terms and conditions hereinafter specified; and, in case the same tender shall be accepted by the said company under their common seal, then in consideration of the monies which according to such terms and conditions will become payable to [b] executors or administrators, by the said company and their successors, and of the several other terms and conditions by which the said company and their successors will then be bound, [c] do, for [d] heirs, executors, and administrators, hereby covenant and agree with the said company and their successors that [e] executors or administrators, shall and will at all times during the continuance of this contract maintain the rolling stock and other property, of which under this contract [f] shall have the care and use, in good repair and condition and efficient working order, and work and conduct the traffic of the said company on and over the line of the said railway, or any part thereof, and on and over the line of any other railway company, with regularity and safety, and in as advantageous a manner to the profit and for the welfare of the said company as might or could be done by the said company if working or conducting such traffic not under contract, but through or by means of efficient servants engaged by them for that purpose, and shall and will well and truly observe, perform, fulfil, do, submit to, and keep all the stipulations, agreements, acts, and regulations hereafter mentioned and set forth, as to be observed, performed, fulfilled, done, submitted to, and kept by the contractor.

[b] Here insert "me, my," or "us, our."

[c] Here insert "I" or "we."

[d] Here insert "myself, my," or "ourselves, our."

[e] Here insert "I, my," or "we, our."

[f] Here insert "I" or "we."

Interpretation clause.

1. The following words and expressions throughout this contract shall have the several meanings hereby assigned to them, unless there be something either in the subject or context repugnant to such construction: that is to say,

Words importing the singular number only shall include the plural number, and words importing the plural number only shall include the singular number.

The words "the company" shall mean the North Staffordshire Railway Company.

The words "the railway" shall mean the main lines and branches of the North Staffordshire Railway.

The words "the rolling stock" shall include all the locomotive engines, tenders, passenger carriages, horse boxes, carriage trucks, luggage vans, goods, cattle, and mineral waggons, and all other vehicles of every kind and description for the conveyance of persons, cattle, animals, goods, wares, minerals, merchandise, or other articles, matters, or things whatsoever on the railway.

The word "vehicles" shall comprise all the carriages included in the definition of rolling stock, with lamps, cushions, mats, fittings, and appurtenances, except engines and tenders.

The words "the mile run" shall apply to the actual mileage traversed by the trains on the main line of rails of any railway or branch railway, so as to exclude all shunting and backing of engines and vehicles.

The word "stores" shall include all coke, grease, iron, water, timber, and other goods, articles, wares, and things requisite for the working and repairs of the engines, tenders, and vehicles of the company.

The word "sheds" shall include all buildings for housing and repairing the rolling stock, with the necessary rails, chairs, sleepers, turntables, sidings, works, and appurtenances thereto.

The words "the traffic" shall include all passengers, cattle, animals, goods, wares, merchandise, minerals, articles, matters, and things conveyed or to be conveyed over the railway, or any portion thereof.

The words "the engineer" shall mean the principal engineer for the time being of the railway company, and recognized as such for the purposes of this contract by the signature of the secretary of the company.

The words "the traffic manager" shall mean the principal agent for the time being of the company for superintending the managing the traffic of the company, and recognized as such for the purposes of this contract by the signature of the secretary of the company.

Term, 10 years.—Determinable by bankruptcy or default of contractor.—Penalty 10,000l.—By company without cause assigned.—Contractor to have compensation.

2. The contract to continue for the term of ten years from the date hereof, subject nevertheless to determination, as follows (that is to say): if the contractor shall become bankrupt or insolvent, within the meaning of any Act for the Relief of Insolvent Debtors, or compound with his creditors, the contract shall immediately cease and determine; or if he shall not duly perform, observe, and keep all and every of the stipulations herein contained, and shall not within the space of 24 hours after notice in writing from the company, signed by the secretary, shall either have been delivered to him or left at his office at Stoke-upon-Trent, repair, alter, amend, observe, perform, or omit,

the default, direction, stipulation, omission, or commission, complained of or referred to in such notice, it shall be lawful for the company forthwith, by another notice in writing, signed by the secretary, and delivered to the contractor, or left at his office at Stoke-upon-Trent, to determine the contract; and immediately to assume the custody of all the sheds, cottages, and other buildings, the rolling stock, engines, water-cranes, tools, implements, plant, machinery, and all other the property and effects of the company which may have been entrusted to the care or charge of the contractor, under and in pursuance and in consequence of this contract, and its maintenance, and the working of the traffic on the railway; and the contractor and his sureties shall, in either of the last-mentioned cases, become liable to pay the company, in addition to any other sums which may be due or recoverable from the contractor, under the contract or otherwise, or by reason of any breach or non-performance of the stipulations herein contained, as liquidated damages, the sum of ten thousand pounds, and that without regard to any difference in degree of loss or damage which can or may be sustained by the company by reason of the different nature of the acts, matters, or things, by which the contract is so made determinable, or authorized to be determined; or if the company shall deliver to the contractor, or leave at his office at Stoke-upon-Trent, a notice in writing, signed by the secretary, stating their desire to terminate the contract, the same shall, on a day to be specified in such notice, being not earlier than one calendar month from the delivery or leaving thereof, cease and determine, and the contractor in that event to be entitled to reasonable compensation, not exceeding the sum of ten thousand pounds, to be agreed upon or settled by arbitration, in the manner herein-after prescribed for the settlement of all matters in dispute.

Contractor on termination of contract to deliver up rolling stock, &c. in good repair; or company may repair, and charge contractor with cost thereof.

3. Upon the expiration, or sooner determination by notice or otherwise, of the contract, the contractor shall deliver up to the company or to such person as they may, under the hand of the secretary, appoint to take charge of the same, all the sheds, cottages, and other buildings, the rolling stock, engines, tanks, water-cranes, tools, implements, plant, and machinery, and all other the property and effects of the company entrusted to the care or charge of the contractor under, or in pursuance, or in consequence of this contract, in good and substantial repair and in perfect and efficient working order and condition; and if the same shall not be in such repair, order, and condition in the judgment of the engineer, certified in writing, the company shall be at liberty to repair the same, and put them in such repair, order, and condition, according to the true intent and meaning of the contract, and charge and deduct the cost thereof from any monies which may be in their hands of, or which would be otherwise due and payable to, the contractor under this contract, or otherwise.

Contract not to interfere with traffic arrangements with other companies.

4. The contract to be subject to and not to preclude any arrangements which may become necessary or convenient by reason of any contract which the company may have entered into or may hereafter enter into with any other railway company for the passage over or along the railway of any engines, coaches, waggons, or other carriages of any other company, or for the passage over any other line of railway of any engines, coaches, waggons, or other carriages of the company.

Rolling stock to be entrusted to contractor.

5. The contractor to have the custody and, for the purposes of this contract, the use of all the rolling stock belonging to the company.

May be increased.

6. The company, on the request of the contractor and the certificate of their engineer as to its expediency, to increase from time to time their rolling stock.

Old may be sold and new purchased.

7. The company, on like request and certificate, to sell any portion of the rolling stock and purchase new stock in lieu thereof, to be denominated, for the purposes of the contract, substituted stock.

To be kept in good condition.

8. The contractor to keep the rolling stock in good and perfect condition and efficient working order to the satisfaction of the engineer, who shall be the sole judge thereof.

Provision for its depreciation.

9. The contractor, nevertheless, to be subject to a charge or deduction to be made quarterly for depreciation of the rolling stock at and after the following rate:—

Three halfpence per mile run for each locomotive engine, or ten shillings per diem when it shall have been used and no mileage account kept.

One-sixth of a penny per mile run for each first-class or composite carriage.

One-eighth of a penny per mile run for each second-class carriage.

One-tenth of a penny per mile run for each third-class carriage.

One-twelfth of a penny per mile run for each horse-box, luggage-van, waggon, or other vehicle.

Contractor to have use of stationary engines, &c. at 15l. per cent. on cost price for use; 10l. per cent. for depreciation.

10. The contractor to have the use, for the purposes of this contract, of the engines, tanks, water-cranes, tools, implements, plant, and machinery belonging to the company, and requisite for the purposes of this contract, and to pay for the use thereof at the rate of fifteen pounds per centum per annum; and for depreciation a further amount, at the rate of ten pounds per centum per annum on the cost price thereof, as shown by the company's books, and certified by their engineer.

Contractor to have use of the gas works at Stoke at 5l. per cent. on cost for use; 5l. per cent. for depreciation; and supply company with gas.

11. The contractor, for the purposes of this contract, to have the use of the works of the company at Stoke-upon-Trent, for the manufacture of gas, and to pay as rent for the use thereof at the rate of five pounds per centum per annum, and for depreciation a further amount at the rate of five pounds per centum per annum on the capital expended in their construction, as shown by the company's books, and certified by their engineer; and to supply the company with gas at their station and premises at Stoke-upon-Trent, in such manner as the engineer may from time to time direct, at the rate of three shillings and sixpence per one thousand cubic feet.

Contractor to have use of the sheds, &c. at 1l. per cent. on cost.

12. The contractor to have the use, for the purposes of this contract, of the sheds, and other buildings, as now erected by the company, for the housing or repairing of the rolling stock; and to pay for the use thereof at the rate of one pound per centum per annum on the capital expended in their construction, as shown by the company's books and certified by their engineer.

Contractor to have occupation of the labourers' cottages.

13. The contractor to have the use and occupation, for the purposes of this contract, of the twenty cottages erected by the company for their workmen at Stoke-upon-Trent, and to pay for the use thereof at the rate of two hundred and twenty pounds per annum.

Company to erect additional buildings if required.—Contractor to pay 6l. per cent. on their cost.

14. The company, on the request of the contractor and the certificate of their engineer as to their expediency, to erect additional buildings; and the contractor to pay for the use thereof at the rate of six pounds per centum per annum on the capital expended in their construction, as shown by the company's books and certified by their engineer.

Contractor to keep plant, &c. in repair.

15. The contractor to keep all the engines, water-cranes, tools, implements, plant, and machinery, in perfect condition and good working order, and maintain the gas-works, sheds, workshops, cottages, and other buildings in good and substantial repair, to the satisfaction of the company's engineer, who shall be the sole judge thereof.

The contractor to purchase stores.

16. The contractor to purchase all stores applicable to the purposes of this contract now belonging to the company, at their cost price, as shown in the company's books, and certified by their engineer.

Contractor to employ sufficient workmen, and do all needful acts.

17. The contractor at all times to keep employed and paid a sufficient number of competent foremen, mechanics, engine-drivers, firemen, cleaners, and other workmen and labourers, and also provide at his own cost all stores and implements, and do all other acts and things necessary

and convenient for the working of the traffic of the railway in the most efficient manner, and for the due performance of all the works, repairs, matters, and things to be done under and in pursuance of this contract.

Company may employ men, &c. to work line if contractor fail.

18. In the event of the contractor failing, in the opinion of the engineer, to be certified in writing, at any time, to keep employed a sufficient number of foreman, mechanics, engine-drivers, fireman, cleaners, and other workmen, or to provide proper stores, or implements, or to do any act or thing necessary or convenient for the working of the traffic, and due performance of all the works, repairs, matters, and things to be done and performed under and in pursuance of this contract, according to the true intent and meaning thereof, the company shall be at liberty immediately to employ and pay such and so many foremen, mechanics, engine-drivers, firemen, cleaners, or other workmen, and to provide proper stores, and implements, and to do any other act or deed necessary or convenient for the working of the traffic and due performance of all the works, repairs, matters, and things to be done and performed under and in pursuance of this contract, and to charge the contractor with all monies which they may pay in and about or in consequence of the same.

Contractor to have use of electric telegraph.

19. The company to transmit by the electric telegraph all messages directly connected with the working of the traffic under this contract free of expense from or to all stations where their instruments may be established, provided such trasmission shall not interfere with the ordinary business of the company.

Contractor to be liable for damage from defective stock or negligence and to penalties.

20. The contractor to be responsible for, and to pay to, and the company to be at liberty to deduct from any monies which may be due, or which would otherwise be or become due and payable to him, all damage, loss, compensation, costs, and expenses which may be occasioned, or which they may have paid, incurred, or suffered, or which they may have become liable to pay, incur, or suffer, by, or by reason of, or in consequence, whether directly or indirectly, of any defect or deficiency in the rolling stock, or of the engines, plant, machinery, or other effects entrusted to his care, or of the negligence or misconduct of the persons employed by him, except any damages' losses, compensation, costs, and expenses, by reason of loss of life of or personal injury to any passenger travelling on the railway, and to forfeit and pay in addition two shillings and sixpence for every train which shall arrive at its terminal station five minutes after the time specified for its arrival, and the further sum of one shilling for each minute which shall elapse after such five minutes and before its arrival, unless the engineer shall certify that the delay was occasioned by unavoidable accident or other reasonable excuse.

And to pay 50l. for delays in starting trains.

21. The contractor also to forfeit and pay a sum not exceeding fifty pounds, to be settled by the engineer, for each train which shall be prevented from, or delayed in, starting at the appointed time by the neglect or default of the contractor, or of any person employed by him.

Persons employed by contractor to observe rules of company.

22. All foremen, mechanics, engine-drivers, firemen, cleaners, and other persons employed by the contractor, to observe and be subject to the rules, regulations, and byelaws of the company for the time being in force, and to be liable to immediate suspension by the traffic manager or the engineer, and to immediate dismissal by an order of a board of directors.

Contractor to observe rules of company.

23. The contractor to observe all the said byelaws, rules, and regulations, and especially those having reference to the number of trains, the number and description of vehicles for each train, the stations at which the trains shall stop, their times of starting and arrival, and their rate of speed.

Notice of alteration in trains to be given to contractor.

24. The company to give to, or leave for the contractor at his office at Stoke-upon-Trent, two clear days' notice in writing of every alteration in the number of trains, their times of starting and arrival, and rate of speed; and two clear hours' notice of every special train.

Contractor to obey special directions of engineer or traffic manager.—If extra expenses incurred by him thereby to be compensated.

25. The contractor at all times to obey the special directions, whether verbal or written, of either the engineer or the traffic manager, touching the starting or non-starting of any train, the usage or non-usage of any engine or vehicle, the rate of speed of any train, either over the whole or any portion of the railway, the stopping or not stopping at any station, and generally touching any matter involving the working of the railway with greater safety and convenience, although such special directions may be contrary to the time-bills and the general instructions of the company, or to the rules and regulations for the time being in force; provided that if such special directions shall, in the opinion of the engineer, certified by him in writing, entail on the contractor any extra expense not fairly covered by the stipulated sums to be paid to him, he shall receive such sum in respect thereof as the engineer shall in writing certify to be reasonable.

Contractor to have office at Stoke.

26. The contractor to have during the continuance of the contract an office within the distance of a quarter of a mile from the booking office of the company at Stoke-upon-Trent, and to notify in writing its position and every change in its position to the secretary of the company.

Contractor to pay tolls, &c. for his stores.

27. The contractor to pay such rates and tolls for the conveyance of stores on the railway as would be payable to the company by any other party for the conveyance of the like articles in the waggons of the company.

Contractor to supply engines for ballasting, &c.

28. The contractor to supply, when and in manner required by the engineer, locomotive power for repairing the railway and for ballasting and maintaining the permanent way at per engine per day of eight hours.

And to have benefit and assume liabilities of existing contracts.

29. The contractor, for the purposes of this contract, to have the benefit and assume the liabilites of all subsisting contracts with the company in respect of supply of water and engine-sheds for the traffic on the railway, or in respect of any other matters connected with such traffic.

Remuneration in respect of locomotive power, &c.—Ordinary speed for mail or express trains 40 *miles per hour, and for stopping trains* 30 *miles.—Goods and minerals at* 18 *miles per hour, and also at* 12 *miles per hour.*

30. In consideration of the agreements on the part of the contractor the company to pay the several sums following; that is to say, for each passenger train propelled by locomotive power of the company consisting of eight vehicles, exclusive of engine and tender, and which shall not be timed at an average rate of running speed between station and station, including the starting from the one and the stopping at the other, if an express or mail train, of forty miles per hour, or if a third class or stopping train, of thirty miles per hour, for each mile so propelled the sum of , and for each vehicle in such train exceeding eight, an addition of one halfpenny per mile run and propelled by such power, and a reduction of one halfpenny per mile in like manner for each carriage less than eight in any such train; and for each goods, cattle, on mineral train propelled by locomotive power of the company of the gross weight, exclusive of engine and tender, of one hundred and twenty-five tons, whether conveyed in the vehicles of the company or otherwise, and which shall be timed at an average rate of running speed between station and station, including the starting from the one and the stopping at the other, of eighteen miles per hour, for each mile so propelled the sum of , and for each ton exceeding the said gross weight an addition of one-sixteenth of a penny per mile, with a reduction of the like amount for each ton less than the said gross weight; and for each such goods, cattle, or mineral train which shall be timed to an average rate of running speed between and station, including the starting from the one and the stopping at the other, of twelve miles per hour, for each mile so propelled the sum of , with a like addition or reduction of one-sixteenth of a penny per mile for every ton exceeding, or less than, the said gross weight.

Increased or diminished speed matter of arrangement.

31. The company to pay such an addition to or reduction from the preceding rates as shall be agreed on or settled by arbitration, for each train which may be timed at an average rate of running speed between station and station greater

or smaller than the average rate of running speed between station and station before specified.

Remuneration in respect of carriages.

32. The company to pay in addition the several sums following; that is to say, for or in respect of each vehicle of the company run in trains, whether on the line of the company or on the line of any other railway company,—

per mile run for each first-class carriage.
per mile run for each composite carriage.
per mile run for each second-class carriage.
per mile run for each third-class carriage, break, or luggage-van.
per mile run for each horse-box or carriage-van, truck, waggon, or other vehicle, when *loaded*.
per mile run for each horse-box or carriage-van, truck, waggon, or other vehicle, when *empty*.

If stock of greater value than its estimated depreciation, contractor to have difference.

33. The contractor shall be entitled at any time during the continuance of this contract, or at the termination thereof, to have valued all or any part of the rolling stock which, by the engineer, shall be certified to be in good and efficient order and working condition; and if the value of all such stock, with its debited depreciation, or if the part valued with its debited depreciation shall exceed the cost price respectively credited to the same, the difference shall be paid by the company to the contractor.

Accounts to be adjusted quarterly.—Principle of computation as to substituted stock.

34. The accounts between the company and the contractor shall be adjusted quarterly, and in such quarterly accounts provision shall be made for debiting or crediting, as the case may be, the contractor on each sale of rolling stock and purchase of substituted stock, upon the following principle:—

Each engine and vehicle of the rolling stock shall be credited with its cost price, and debited with its proper amount of depreciation according to the prescribed rate; and if the credited cost price of the stock sold shall exceed its debited depreciation and the net proceeds of its sale, the balance shall be carried to the debit of the contractor; if, on the other hand, the cost price shall be less than the depreciation and net proceeds, the balance shall be carried to his credit.

Company to retain one quarter's amount in hand.

35. The company to retain as part security for the due performance of the contract the first quarterly amount which shall be payable to the contractor, until the second quarterly amount shall have become payable, and then to retain the second quarterly amount until the third shall have become payable, and so throughout the duration of the contract, always retaining the last preceding quarterly amount which shall have become due and payable.

Security for due performance of contract.

36. The due performance of the contract in all respects according to the stipulations herein-before referred to shall be further secured by the joint and several bond or obligation of the contractor, and of [a] of [a], and of [a] of [a] as his sureties in the penal sum of twenty thousand pounds.

[a] Here insert names and residences and description of sureties at full length.

Arbitration clause.

37. In case any dispute or difference shall at any time hereafter arise between the contractor, his executors or administrators, and the company, touching or concerning any matters or things contained in this contract, or the true intent and meaning of all or any of the stipulations herein contained, and which are not referred to the determination of the engineer, and for the settlement of the several matters herein-before contained and mentioned to be settled by arbitration, the same shall be referred to arbitration, in manner prescribed by "The Companies Clauses Consolidation Act, 1845," in relation to the arbitration of matters or differences contemplated by such Act.

Dated this ninth day of June, in the year of our Lord One thousand eight hundred and forty-nine.

[a] Here to be signed by contractor or contractors. [a]

Accepted by the NORTH STAFFORDSHIRE RAILWAY COMPANY, who hereby covenant and agree with the above-named executors, and administrators, to observe, perform, fulfil, and keep all the foregoing stipulations and agreements, so far as, on their acceptance of the foregoing tender, they ought to be observed, performed, fulfilled, and kept by the said company. As witness their common seal hereto affixed.

APPENDIX CM.

FURTHER OBSERVATIONS by the WINGERWORTH COAL COMPANY in reply to Mr. ALLPORT'S additional Evidence.

Mr. Allport explains, in a note at page 5, that the difference of 1*s*. per ton in the rate for carriage of coals to Grantham from Swinton and Clay Cross in favour of the former point, though 24 miles further off than Clay Cross, arises from the Great Northern route being shorter. Now the distance from Swinton to Grantham by the Midland is 75 miles, and by the Great Northern 60 miles, while the distance from Clay Cross to Grantham by the Midland is only 51 miles. If the Great Northern rates to Grantham are so low as to prevent the Midland charging ordinary rates in all cases, it is most unreasonable that we should be shut out of that market by being required to pay 1*s*. per ton above the rate paid by more distant collieries.

With reference to the note at page 7, Mr. Allport admits that we are charged for signalmen and sidings put in at our own expense at Avenue Colliery, but he has not satisfactorily explained why we are debited with the whole of this claim, when the Midland Company have, since our siding was constructed, spent very large sums in making special sidings exclusively for other collieries, and have also provided signalmen without charge.

Referring to the observations at page 27, we repeat that the 16 waggons were delayed as mentioned in the list, and that these waggons were merely a few selected at random as instances of the loss we sustain by innumerable delays to the same or greater extent, rendering it necessary for us to expend at least one-fourth more capital in waggons than we otherwise should require. The Midland Company take the account of loaded waggons at Clay Cross, and also of the arrival and departure of waggons at Derby Wharf, so that it would have been easy for Mr. Allport to have referred to these books and shown that our statement was incorrect if it were so, as he at first so freely asserted.

Mr. Allport says we are allowed siding room at Derby for 10 waggons. This is the first time we have heard of being limited to this number. The written agreement for the siding does not name any limit, and moreover we have frequently had a larger number and no objection has been made thereto.

The coals for Derby Wharf were ordinarily sent in November and December last by only one train per day, and not six as named by Mr. Allport, and this train was generally so loaded when it reached Clay Cross as to be unable to take our coals, which were then delayed in the sidings at the company's pleasure. We are charged 1*s*. per day if we detain loaded waggons in the Derby Wharf, but nothing was paid or claimed in November or December, nor was any complaint made to us in those months of our occupying the sidings with too many loaded waggons, but on the contrary the wharf has been many times quite clear of trucks when we have had a supply of coals on the railway two or three days, and our agents have been unemployed until the coals were delivered in the proper sidings.

The coal trade at Derby as at all other places is necessarily fluctuating according to the demand, which is invariably greater in the winter months.

Our waggons are delivered to the company at the top of the incline, and are liable to several hours' delay before being run down. The working of this incline by the railway company, to whom it belongs, is, as before stated, very unsatisfactory to us, much time being lost and damage done to the stock by the inefficient system of getting waggons up and down.

The empty waggons are generally cleared out of the Derby Wharf every evening, but they are very often delayed in other sidings before reaching Clay Cross.

We have many times made complaints of delays to our waggons without obtaining a remedy, and even during the month of March last several of our trucks were two days and three days in going from Clay Cross to Derby.

Wingerworth Collieries,
April 28, 1866.

Appendix CN.

ENGLISH AND CONTINENTAL RAILWAYS.

Comparison of the Rates charged for Passengers, Goods, Passengers' Luggage; Speed of Trains; Number of Passengers carried; Receipts per Mile; Dividends, &c., &c.

(*Furnished by Mr. C. W. Eborall, and referred to by him in his Answer to Question* 16,150.)

Receipts.	Northern of France.			South-eastern Railway.		
Principle of Charge.*	In France, Belgium, and Germany:—Per Kilometre.			In England:—Per Mile.		
	Class.	Passengers.	Soldiers and Sailors.	Express Passengers.	Ordinary Passengers.	Soldiers and Sailors.
Rates for Passengers of each Class, per mile	1st	*d.* 1·72032	*d.* 0·43008	*d.* 2·75	*d.* 2·50	Officers, 2*d.*
	2nd	1·29024	0·32256	2·00	1·75	Soldiers, 1*d.*
	3rd	0·946176	0·236544	—	0·95	—
	Minimum Distance charged as 3¾ Miles.			Minimum Distance charged as 1 Mile.		
Exceptions for Short Distances	1st	*d.* 9·984		Say 1st	*d.* 3	
	2nd	7·68		„ 2nd	2	
	3rd	5·376		„ 3rd	1	
				For distances under 10 miles only ordinary fares charged.		
Return Tickets	Are not issued to and from all Stations; only from Paris, Lille, Amiens, St. Quentin, Arras, Valenciennes, and other large towns; but no return tickets for distances over 62½ miles. This principle applies generally to other railways in France.			Are issued to and from all stations, with some few exceptions.		
Excursion and Cheap Tickets	On fête days, 2nd and 3rd class only are issued. And in the *summer season* to the sea side			On special occasions return tickets are issued at a single fare for the double journey. During the summer months fixed and occasional excursion trains are run at rates less than the single fare for the double journey; for example, between London and Dover, 2nd class, 5*s.* 6*d.*; 3rd class, 3*s.* 6*d.*		
Return Ticket Fares *How calculated.*	1st	25 per cent.	Reduction on the double single fares.	A single fare and a half for the double journey, or a reduction of 25 per cent., with certain trifling exceptions.		
	2nd	25 „				
	3rd	15 „				
Return Tickets *Time available.*	For the same day on the *Nord* and *Ouest*. The ticket taken in the morning is only available for the last train that night. The *Lyons* and *Est* for 24 hours. The *Orleans* allow two days, say Saturday to Monday; and if the Monday happens to be a fête, the ticket is available for the Tuesday.			Under 40 miles for the same day; over 40 miles, two days; and all return tickets are available from Friday to Monday.		

* For the purposes of comparison, the French kilometres, kilogrammes, and francs are reduced to the English standard of miles, tons, and £ *s. d.*

Luggage.

In France 30 kilo. or 60 lbs. of Luggage are allowed free to each Passenger, and all above that weight is charged for; although the Rate per Mile for the conveyance of Passengers is less on the Continent than in England, when the charge for Luggage is taken into consideration, it will be found that the Traveller pays very nearly the same for similar distances in both Countries.

In Belgium and Germany all Luggage is charged for, none being allowed free.

The following are a few Examples for various Distances :—

	Charge for Distances under 40 Miles on South-eastern Railway, and for similar Distances in France and Belgium.			Charge for Distances over 40 Miles on South-eastern Railway, and for similar Distances in France and Belgium.		
	London to Edenbridge.	Brussels to Ghent.	Paris to Ormoy.	London to Dover.	Ostend to Malines.	Paris and Amiens.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
First Class	0 7 2	0 4 8	0 5 0	0 19 0	0 11 9	0 11 9
120 lbs. luggage	Free	0 1 7	0 0 8	Free	0 3 11	0 1 7
	0 7 2	0 6 3	0 5 8	0 19 0	0 15 8	0 13 4
Second Class	0 5 0	0 3 7	0 3 9	0 13 0	0 8 11	0 8 10
100 lbs. luggage	Free	0 1 3	0 0 6	Free	0 3 3	0 1 1
	0 5 0	0 4 10	0 4 3	0 13 0	0 12 2	0 9 11
Third Class	0 2 9	0 1 10	0 2 9	0 6 6	0 4 8	0 6 5
56 lbs. luggage	Free	0 0 8	Free	Free	0 1 10	Free
	0 2 9	0 2 6	0 2 9	0 6 6	0 6 6	0 6 5
First Class	0 7 2	0 4 8	0 5 0	0 19 0	0 11 9	0 11 9
240 lbs. luggage	0 2 6	0 3 2	0 1 7	0 5 0	0 7 10	0 3 6
	0 9 8	0 7 10	0 6 7	1 4 0	0 19 7	0 15 3
Second Class	0 5 0	0 3 7	0 3 9	0 13 0	0 8 11	0 8 10
200 lbs. luggage	0 2 1	0 2 6	0 1 2	0 4 2	0 6 6	0 2 7
	0 7 1	0 6 1	0 4 11	0 17 2	0 15 5	0 11 5
Third Class	0 2 9	0 1 10	0 2 9	0 6 6	0 4 8	0 6
112 lbs. luggage	0 1 2	0 1 4	0 0 5	0 4 8	0 3 8	0 0 11
	0 3 11	0 3 2	0 3 2	0 11 2	0 8 4	0 7 4

Example of the Charge for a long Distance in England, compared with a similar Distance on the Continent.

	London and Lancaster.	Ostend and Cologne.		London and Lancaster.	Ostend and Cologne.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
First Class	2 1 0	1 11 5	First Class	2 1 0	1 11 5
120 lbs. luggage	Free	0 10 7	240 lbs. luggage	0 15 0	1 1 2
	2 1 0	2 2 0		2 16 0	2 12 7
Second Class	1 10 6	1 3 2	Second Class	1 10 6	1 3 2
100 lbs. luggage	Free	0 8 8	200 lbs. luggage	0 12 6	0 17 4
	1 10 6	1 11 10		2 3 0	2 0 6
Third Class	0 19 3	0 14 1	Third Class	0 19 3	0 14 1
56 lbs. luggage	Free	0 4 10	112 lbs. luggage	0 7 0	0 9 8
	0 19 3	0 18 11		1 6 3	1 3 9

Average Speed of Trains.	Northern of France. Railway.	Miles per Hour. Express.	Stopping.	South-eastern Railway. Miles per Hour.	
Effective speed of trains, including stoppages	Orleans	25 to 31¼	16⅞ to 20⅝	Express	40·00
	Lyons	29⅜ to 30	18¾ „ 21¼	Ordinary	27·83
	Nord	35⅝	18¾ „ 25	Parliamentary	23·00
	Ouest	30⅝	19⅜ „ 21¼		
	Est	29⅜	20 „ 21¼		
	Midi	25	16¼ „ 16⅞		

RATES charged for the under-mentioned Articles by Goods Trains.

London and Boulogne, Boulogne and Paris, and London and Manchester.

ARTICLES.	LONDON to BOULOGNE *143 Miles.		BOULOGNE or CALAIS to PARIS, 156 Miles.		LONDON to MANCHESTER, 188 Miles.	
	Rate.	Decimal. per Mile.	Rate.	Decimal per Mile.	Rate.	Decimal per Mile.
	s. d.	d.	s. d.	d.	s. d.	d.
Steel, unwrought, in plates and bars	13 0	1·09	14 6	1·11	33 4	2·13
Albumen	20 0	1·68	20 9	1·59	33 4	2·13
Antimony, full loads	15 0	1·26	12 0	0·92	28 4	1·81
Borax (rough)	15 0	1·26	12 0	0·92	33 4	2·13
Silk, floss	20 0	1·68	20 9	1·59	70 0	4·47
Buttons of horn, china, or bone	17 6	1·47	18 6	1·42	33 4	2·13
Brushes	25 0	2·10	24 0	1·84	40 0	2·55
Cocoa	17 6	1·47	16 0	1·23	33 4	2·13
Cashou, gross (catechu), packed	15 0	1·26	12 0	0·92	33 4	2·13
Do. do. loose	15 0	1·26	12 0	0·92	40 0	2·55
Coffee	20 0	1·68	16 0	1·23	33 4	2·13
Calico, bleached	16 6	1·38	18 6	1·42	40 0	2·55
Do. unbleached	16 6	1·38	16 0	1·23	40 0	2·55
India-rubber, unmanufactured	15 0	1·26	12 0	0·92	33 4	2·13
Do. manufactured	16 6	1·38	18 6	1·42	40 0	2·55
Hemp, raw, in pressed bales, full loads	17 6	1·47	16 0	1·23	33 4	2·13
Wax, unmanufactured	15 0	1·26	16 0	1·23	40 0	2·55
Lemons	25 0	2·10	24 0	1·84	33 4	2·13
Nails, iron	13 0	1·09	14 6	1·11	28 4	1·81
Horn, unmanufactured	17 6	1·47	16 0	1·23	28 4	1·81
Leather, curried	16 6	1·38	20 9	1·59	40 0	2·55
Cotton, raw, in pressed bales	12 6	1·05	16 0	1·23	40 0	2·55
Leather, in bales	16 6	1·38	16 0	1·23	40 0	2·55
Bark, tinctorial, not specified	15 0	1·26	16 0	1·23	40 0	2·56
Ironware	17 6	1·47	16 0	1·23	33 4	2·13
Steel or copper wire	17 6	1·47	16 0	1·23	33 4	2·13
Fruit, dry	20 0	1·68	14 6	1·11	40 0	2·55
Grains (forage), full loads	12 6	1·05	9 6	0·73	—	—
Oil, tallow, in casks	17 6	1·47	14 6	1·11	28 4	1·81
Oil, fish, in casks	17 6	1·47	14 6	1·11	28 4	1·81
Indigo	17 6	1·47	24 0	1·84	40 0	2·55
Jute, raw, in pressed bales	12 6	1·05	16 0	1·23	28 4	1·81
Perfumery	30 0	2·52	24 0	1·84	70 0	4·47
Trimmings (as millinery)	28 4	2·38	24 0	1·84	70 0	4·47
Skins, unprepared	15 0	1·26	18 6	1·42	28 4	1·81
Do. prepared	25 0	2·10	24 0	1·84	40 0	2·55
Photographic articles	25 0	2·10	24 0	1·84	70 0	4·47
Feathers, in pressed bales	25 0	2·10	24 0	1·84	70 0	4·47
Springs for carriages and waggons	15 0	1·26	14 6	1·11	28 4	1·81
Sago	17 6	1·47	16 0	1·23	33 4	2·13
Toilet soap	17 6	1·47	18 6	1·42	40 0	2·55
Bristles	17 6	1·47	16 0	1·23	40 0	2·55
Spirits in casks, full loads	14 0	1·17	16 0	1·23	33 4	2·13
Varnish, in casks	17 6	1·47	14 6	1·11	33 4	2·13
Meats, smoked or salted	20 0	1·68	18 6	1·42	40 0	2·55
Zinc, manufactured	25 0	2·10	24 0	1·84	33 4	2·13

Rates exclusive of cartage.

Rates between London and Manchester include cartage at both ends, 7s. 6d. per ton, or 5d. per mile.

* London to Folkestone, 83 miles ; Folkestone to Boulogne (double mileage), 60.—Total, 143.

GOODS RATES (Station to Station).	NORTHERN OF FRANCE.	SOUTH-EASTERN RAILWAY.
	Paris to Amiens, 85 miles.	London to Dover, 87 miles.
For under-mentioned articles :—	Per truck of 5 tons.	
	s. d.	s. d.
Grain	6 6·72 per ton	6 8 per ton.
Flour	6 6·72 „	6 8 „
Butchers' meat	No traffic.	23 4 „
Groceries	16 5·76 „	15 5 not packed. 23 4 packed.
Draperies	16 5·76 „	23 4 per ton.
Hardware	10 3·84 „	15 5 „
Wine	12 3·84 „	15 5 casks. 23 4 cases.
Furniture	16 5·76 „	46 8 for dealers, at owner's risk. 63 4 for dealers, not at owner's risk.
Minerals	4 9·6 „	7 6 per ton.
	Coal : special traffic below the rate for minerals.	Coal 7 6 per ton.

—	Northern of France.	South-eastern Railway.
Terminal Charges on Goods	Loading and unloading on small consignments 1*s.* 2·40*d.* per ton; on full trucks 9·600*d.* per ton. Goods in bulk (real) loaded or unloaded by owners, 3·84*d.* per ton.	The goods rates on the South-eastern Railway include terminals.
Cartage	In Paris, 4*s.* per ton In country, 1*s.* 7·2*d.* per ton	In London, from 2*s.* 6*d.* to 7*s.* 6*d.* per ton, according to distance. In the country, according to distance; average per ton, 2*s.* 6*d.*

Time occupied in Transit.	Northern of France.	South-eastern Railway.
	Paris and Amiens, 85 miles.	London and Dover, 87 miles.
"Grande Vitesse"— (Passenger trains)	Goods can be forwarded by the omnibus trains. Time occupied, morning to evening, or evening to morning. The goods to be at the station three hours before departure; allow time occupied in the transit and two hours for delivery.	Time occupied in transit by passenger trains, from two to four hours.
"Petite Vitesse"— (Goods trains)	One day for departure „ journey „ delivery in station „ delivery to consignee	Time occupied in transit by goods trains, about six hours.

Working Expenses.	Northern of France.	South-eastern Railway.
	s. *d.*	*s.* *d.*
Per train mile	2 7·3497	2 10·72
	d.	
Per ton per mile	Merchandise cost 1·291776 Coal and coke cost 0·569856	Cannot be ascertained.

South-eastern, Northern of France, and Belgian State Railways.

Analysis of the Receipts and Working Expenses, Receipts for Passengers, Capital, Dividend, &c. Year 1864.

Name of Railway.	Miles open.	Capital.	Capital per Mile.	No. of Passengers conveyed for One Year.	Average No. of Passengers per Mile.	Receipts for Passengers.	Average Fare paid by each Passenger.	Gross Receipts, Passengers and Goods.	Gross Receipts per Mile per Annum.	Total Working Expenses.	Working Expenses per Mile per Annum.	Dividend.
		£	£ *s.* *d.*			£	*s.* *d.*	£	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	percent.
Northern of France.	658	17,142,280	26,052 1 11	10,080,881	15,320	977,732	1 11·232	3,029,044	4,349 8 9	1,024,908 8 0	1,557 12 3	10·4
Belgian State Railways.	467	9,045,747	19,369 18 2	9,421,632	20,175	539,092	1 1·728	1,443,960	3,086 3 8	717,113 14 5	1,535 11 6	7·064
South-eastern	291	16,666,375	57,272 15 4	15,008,755	51,576	807,088	1 0·906	1,198,187	4,117 9 7	605,586 0 0	2,081 1 0	4·6375

Appendix CO.

Statement from the Board of Trade on Railway Charges for Conveying Rockets for Saving Life from Shipwreck,

Board of Trade, Whitehall,
My Lord Duke, 11th May 1866.

I am directed by the Board of Trade to call the attention of your Grace and of the other members of the Commission now sitting to inquire into the charges on railways to the following statement on the subject of rates charged by railway companies for the conveyance of rockets and stores supplied by this Department for the use of the apparatus for saving life from shipwreck on the coasts of the United Kingdom.

On a recent occasion the Board of Trade sent a box of fuses, &c., weighing 16 lbs., of the estimated value of 15*s.*, from Woolwich to Banff, and the cost of conveyance by the Great Northern Railway was 20*l.* 4*s.*

On other occasions the sums of 19*l.* 9*s.* 11*d.* and 21*l.* 8*s.* 8*d.* have been paid for conveying rockets and property of small value from Camden to Aberdeen, and 3*l.* 15*s.* 4*d.* for the conveyance of a few rockets to Aldborough in Suffolk from Woolwich.

These charges are so large as seriously to interfere with the service, and it seems to deserve consideration whether some reduction should not be made, so as to secure the conveyance of these important stores in cases of emergency at a moderate rate.

A copy of a letter addressed to this Board by direction of the Under Secretary of State for War is enclosed.

I have, &c.
(Signed) T. H. Farrer.

His Grace the Duke of Devonshire, Chairman of the Royal Commission on Railways, House of Lords.

Sir, War Office, 2nd October 1865.

I am desired by Earl de Grey and Ripon to forward herewith a bill from the North of Scotland Railway, amounting to 20*l.* 4*s.* for the carriage of a box of long lights from Woolwich to the Portsoy station, Banff, Coast Guard Division.

As these stores were forwarded by rail in consequence of communications received from your Department *pressing* for their early supply, I am to request that the necessary instructions may be given for the payment of the amount in question.

Messrs. Pickford, the contract carriers for this Department, have been written to, and every effort will be made to arrange for a cheaper mode of conveyance in future. Owing, however, to the remote and isolated character of the stations to which these long lights are to be forwarded, great difficulty exists in forwarding these stores, and Earl de Grey and Ripon would be glad if the service could be undertaken by your Department.

I have, &c.
The Secretary, (Signed) J. Crawford Caffin.
Marine Department,
Board of Trade.

Forwarding Railway Advice Note.

Sir, Banff, 22nd September 1865.

I have to-day received the enclosed demand for 20*l.* 4*s.*, being railway charge for a powder van containing small box of portfires and long lights for this division. I beg to request that you take the necessary steps to have the bill settled with the company, so as to enable me to receive the box, as they refuse to give it up until the above charge is paid, which I am not authorized to do.

I have, &c.
(Signed) John Gell Cundy,
The Military Store Keeper, Inspecting Commander.
Military Store Office,
Woolwich.

Appendix CP.

Railway Clearing House.—January 1865.—General Classification of Goods by Merchandise Trains upon Railways.

All Goods (except Grain and Timber) to be charged at 2,240 lbs. to the ton.—(*Goods Man. Min., April* 1864.)

Each consignment to be separately charged in Invoices, but when several consignments of Station to Station traffic of less than *two tons* weight each, weigh collectively more than *two tons*, and are forwarded from one Station to any other Station in the same Train, by a consignor who pays the carriage, he will not be liable to be charged more than the Station to Station Rate for similar articles when carried in lots of *two tons* or upwards.

MINERAL CLASS.—[Station to Station only.]

Being loaded and unloaded by owners, conveyed at their risk, and carried in quantities of not less than four tons, otherwise chargeable at Special Class Rates, or as for four tons at Mineral Class Rate.

Bricks, common.
Chromate Ores.
Cinders.
Clay.
Compost.
Coprolites, for manure.
Draining Pipes and Tiles (common for agricultural draining).
Dross.
Fire Bricks and Clay.
Flagstones.
Granite, undressed.
Gravel.
Iron Ore.
Iron, Pig.
Ironstone.
Lime and Limestone.
Manure, in bulk.
Ores:—
Chromate.
Iron.
Sulphur.
Zinc..
Peat.
Pig Iron.
Potters' Earth.
Pyrites.
Salt, rock and unmanufactured.
Salt, in bulk, including manufactured Salt, when so carried. Not carried except in owner's waggons.
Sand.
Scoria.
Slag.
Slates, common.
Stone, in the rough state, building, pitching, paving, kerb, or flag. The weight of Stone is calculated at 20 cwt. of 112 lbs. to the ton.—Gen. Man. Min., May 1857.
Sulphur Ore.
Tiles, roofing and draining (common).
Turf.
Zinc Ore.

SPECIAL CLASS.—[Station to Station only.]

Carried in quantities of not less than two tons, otherwise chargeable at First Class Rates, or as for two tons at Special Class Rate.

The two tons minimum weight applies to all Goods (excluding Goods in the Mineral Class of the Classification) when carried at S. to S. Rates, less than First Class Rates, except when a higher minimum weight is specially fixed by the Companies interested in the Traffic.—(*Goods Man. Min., 24th April* 1862.)

Alabaster.
Alkali.
Alum and Alum Cake.
Anchors.
Armour Plates, Bessemer made, as undamageable iron.
Asphalte Apparatus, when sent with Asphalte.
Asphaltum.
Axles, Bessemer made.
Axles, Wheels, and Tyres, railway.
Axles, Wheels, and Tyres, steel, at owner's risk.
Baggage, Military, 2*d.* per ton per mile S. to S.

SPECIAL CLASS—*cont.*

Bark, packed.
Barley.
Bars, iron.
Bar Wood.
Barytes.
Baywood.
Beans.
Bessemer made Goods:—
Armour Plates, Ingots, Rails } as undamageable iron.
Axles.
Rough Forgings.
Shot.
Steel Points and Crossings.
Tyres.
Bleaching Powder.
Blocks, rough cast steel horn.
Boiler Plates, iron.
Bone Ash.
Bone and Horn Waste, in truck loads of not less than 3 tons.
Bones, common, for size or manure.
Bones, calcined.
Borings, iron.
Bran.
Brimstone.
Builders' Implements, such as Ladders, Planks, Scaffold Poles, &c.
No less charge than as for 1 ton per waggon.
Burr Stones.

Cabbages (see Vegetables).
Cannon Balls.
Carrots (see Vegetables).
Cement.
Cement Stone.
Chains, large, loose.
Chairs and Rails, iron.
Chalk.
Charcoal, packed.
Charcoal, Animal.
Charubs or Locusts, actual weight.
Chimney Pots, earthenware, at owner's risk.
China Clay.
Clay Retorts, at owner's risk.
Clog Blocks, rough.
Coal Dust, in bags and casks.
Coal Tar, and Creosote.
Not to be carried except in owner's trucks.
Cocoa Nut Refuse for Manure.
Copperas.
Copper Ore.
Cordwood, machine weight.
Corn.
Creosote and Coal Tar.
Not to be carried except in owner's trucks.
Crossings & Points, railway.
Crossings and Points, steel, railway.
Crossings and Points, steel, Bessemer made.
Cullet, in casks.
Not to be carried loose or in bags.

Dari.
Deals, 2½ tons per standard.
Dills.
Disinfecting Powder.
Draff, or Brewers' and Distillers' Grains.
Drain Pipes.
Dried Peas.
Dyewoods:—
Barwood.
Fustic.
Logwood, in logs.

Earth Nuts.
Emery Stone.

Farina
Felloes, Naves, and Spokes.
Fire-clay Ware:—
Chimney Cans, at owner's risk.
Vent Linings, at owner's risk.
Fire-clay Ware, not otherwise specified, at owner's risk.
Firewood, prepared, and Fire-lighters, in truck loads of 3 tons and upwards.
Flax Seed.
Flints.
Flint, ground, packed, not carried loose, in truck loads of not less than 3 tons.
Flooring Boards.
Flour.
Flour, Sago.
Forgings, rough, Bessemer made.
Founders' Dust, packed, not carried loose.
Fuel, patent.
Fullers' Earth.
Fustic.

Gas and Coal Tar.
Not to be carried except in owner's trucks.
Gas and Water Pipes, iron, except Water Pipes for spoutings and their connexions.
Gas Water.
Glue Pieces, wet.
Grain, Flour, &c.:—
Barley.
Beans.
Bran.
Dari.
Dills.
Flour.
Gurdgeons.
Hominy.
Indian Corn.
Malt.
Meal.
Millet.
Oats.
Peas.
Pollard.
Rye.
Sharps.
Shelling.
Tares.
Vetches.
Wheat.
Grains, Brewers' and Distillers'.
Grindstones, at owner's risk.
Guano and packed Manures.
Gurdgeons.
Gypsum.

Hominy.
Hoopwood, rough, in bundles.
Horn and Bone Waste, in truck loads of not less than 3 tons.
Horn Blocks, rough cast steel.

SPECIAL CLASS—*cont.*

Ice, in 4 ton lots and upwards.
N.B.—Weight in all cases to be taken at starting point.
Indian Corn.
Ingots, Bessemer made, as undamageable iron.
Iron:—
Boiler Plates, Bars, and other undamageable Iron.
Borings.
Forgings, in the rough, not otherwise provided for.
N.B.—Any single piece, weighing more than 6 tons, or from its shape requiring a specially constructed waggon for its conveyance, to be matter of special arrangement.
Gas and Water Pipes, except Water Pipes for spoutings and their connexions.
Rails and Chairs.
Retorts.
Scrap.
Spikes.
Tip, over ⅝ of an inch (as undamageable iron).

Lathwood.
Lead Ore.
Do. Pig.
Leather Shavings, for manure.
Linseed.
Locusts or Charubs (actual weight).
Logwood (in logs).

Mahogany.
Malt and Meal.
Malt Culms, to be charged actual weight.
Manganese.
Mangel Wurzel (see Vegetables).
Manures, packed.
Manures, Shoddy.
Millet.
Muriate of Potash.

Naves, Felloes, and Spokes.
Nitrate of Soda.

Oats.
Ochre.
Oil Cake.
Oil Cake, ground.
Onions (see Vegetables).

Ores:—
Copper.
Lead.

Paddy, or Rice, in the husk.
Patent Fuel.
Peas, dried.
Peas, green (see Vegetables).
Pelts, wet.
Pipe Clay.
Plaster.
Points and Crossings, railway.
Points and Crossings, steel, railway.
Pollard.
Posts and Rails, for fencing.
Postwood, machine weight.
Potash, Muriate of.
Potatoes (see Vegetables).
Powder, disinfecting.
Pozzolano.
Prepared Firewood and Fire-lighters, in truck loads of 3 tons and upwards.
Propwood, machine weight.

Rails, Bessemer made, as undamageable iron.
Rails and Posts, for fencing.
Railway:—
Iron Rails and Chairs.
Points and Crossings.
Points and Crossings, steel.
Points and Crossings, steel, Bessemer made.
Sleepers, machine weight.
Wheels, Axles, & Tyres.
Rape Seed.
Retorts, clay, at owner's risk.
Retorts, iron.
Rice in the husk, or Paddy.
Rice, Flour and Meal.
Ridges, at owner's risk.
Ropes, old, including Wire Ropes.
Rough Forgings, Bessemer made.
Rye.

Sago, Flour.
Salt, in bags.
Salt, manufactured.
Salt Cake.
Sanitary Tubes.
Sash Weights.
Satin White.
Sawdust.
Scrap Iron.
Seeds:—
Flax.
Linseed.
Rape.
Seeds, for crushing for oil.
Sharps.
Shelling.
Shoddy Manure.
Shot, cannon.
Sleepers, railway, machine weight.
Soda.
Soda Ash.
Soot.
Spelter.
Spetches, wet.
Spikes, iron.
Spokes, Felloes, and Naves.
Staves.
Steeel Plates, for shipbuilding.
Steel Points and Crossings, railway.
Steel Points and Crossings, Bessemer made.
Steel Wheels, Tyres and Axles, at owner's risk.
Steel Horn Blocks, rough cast.
Stones:—
Burr.
Emery.
Grindstones, at owner's risk.
Stone, roughly wrought up, as troughs, sinks, &c.
The weight of Stone is calculated at 20 cwt. of 112 lbs. to the ton.—Gen. Man. Min., May 1857.

Tares.
Tiles, roofing, ridge, paving, (quarries) at owner's risk.
Timber, round.
Timber, logs or baulks. For measurement.
Tubes, sanitary.
Turnips (see Vegetables).

SPECIAL CLASS—*cont.*

Tyres, Wheels, and Axles, railway.
Tyres, Wheels, and Axles, steel, at owner's risk.
Tyres, Bessemer made.

Umber.
Undamageable Iron (boiler, plates, bars, &c.)

Vegetables, in lots of 3 tons and above.
NOTE.—The term Vegetables includes Cabbages, Green Peas, New Potatoes, Water Cress, and all others, except the undermentioned :—
Carrots, Mangel Wurzel, Onions, Potatoes (Old), and Turnips, loose, in lots of 3 tons & above.
Do. in packages, in lots of 2 tons and above.
Vent Linings, at owner's risk.
Vetches.

Water Cress (see Vegetables).
Water and Gas Pipes, iron, except Water Pipes for spoutings and their connexions.
Wheat.
Wheels, Axles, and Tyres, railway.
Wheels, Tyres, and Axles, steel, at owner's risk.
Whiting.
WOODS :—
Bar Wood.
Baywood.
Cordwood (machine weight).
Firewood, prepared (in truck loads of 3 tons and upwards).
Hoopwood, rough, in bundles.
Logwood (in logs).
Lathwood.
Mahogany.
Post Wood, machine weight.
Propwood, machine weight.
Sleepers (Railway), machine weight.
Staves.

FIRST CLASS.

The rates for this Class include collection and delivery at the Stations only where the Companies have a staff for that service.

No rate including Cartage to be quoted by any Company for any article weighing more than THREE tons, without first ascertaining that the other Terminal Company is prepared to perform such Cartage.

N.B.—*It is not competent, without consent, for any Company to convert a Carted rate into a Station to Station rate, by deducting an amount for Cartage, but all Goods should be invoiced at the rates which have been agreed to.*—(Goods Man. Min., April 1863.)

Acetate of Lime, in casks.
Acetate of Soda.
Acetic Acid, in casks.
Ale and Porter, in casks.
Ammonia, in casks or iron drums.
Antimony Ore.
Anvils.
Apples.
Argols.
Arm and Share Moulds.
Ashes, pot and pearl.
Asphalte Apparatus, when not sent with Asphalte.

Bagging, Surat.
Barilla.
Barley, Pot.
Bars, Capstan.
Biscuit, Dog.
Blocks, Bobbin.
Blubber.
Bobbin Blocks.
Boilers under 30 feet long S. to S.
Boilers requiring more than one waggon, to be charged not less than as for 2 tons per waggon; to be loaded by sender, and unloaded by consignee, and carried at owner's risk.
Boilers of a peculiar shape, or extraordinary dimensions, requiring alterations to be made in waggons, to be carried only by special agreement.
Bolts, iron.
Bomb Shells (not loaded).
Bone and Horn Waste, if in less quantities than 3 tons, S. to S.
Bones, packed.
Bottles, Black and Green, or Common Glass.
Boxwood.
Bridge Work of iron plates, made up in parts not exceeding 30 feet, girders excepted.
Bridge Work of iron plates made up in parts above 30 feet (as girders).
Broom and Brush Blocks.
Buckets, iron.
Buffers, railway.
Buoys, iron.

Cabbages (see Vegetables).
Cam Wood.
Canada Plates.
Cannon.
Capstan Bars.
Carrots (see Vegetables).
*Castings, light or heavy, not otherwise enumerated, at owner's risk.
N.B.—Any single piece, weighing more than 6 tons, or from its shape requiring a specially constructed waggon for its conveyance, to be matter of special arrangement.
Cattle Food, prepared.
Cedar.
Chicory Root.
China Grass, in bales same as Esparto or Spanish Grass.
Cider, in casks.

* Castings, when carried at owner's risk and damaged in transit, to be returned free, if sent back within one month.

FIRST CLASS—*cont.*

Cisterns, iron.
Clay Retorts, if not declared at owner's risk.
Clog Soles, dressed.
Clothes' Pegs (packed).
Cobalt Ore.
Cocoa-nut Fibre, or Husk.
Cocoa-nut Matting.
Cocoa-nut Oil, in casks or iron drums.
Cod Oil, in casks or iron drums.
Corrugated Iron.
Cotton Seed Oil, in casks or iron drums.
Cotton Wool.
Crane Work of iron plates, made up in parts not exceeding 30 feet.
Crane Work of iron plates, made up in parts above 30 feet (as girders).
Crowbars.
Cutch.

Damageable Iron (hoop, sheet, &c.)
Divi Divi.
Doors, in cases.
DYEWOODS :—
Camwood.
Fustic, ground or chipped.
Lima Wood.
Logwood, ground or chipped.
Nicaragua Wood.
Sapan Wood.
Dyewoods, not elsewhere specified.
Dyewoods, ground.

Earthenware, loose at owner's risk, S. to S. Not to be carried at Company's risk. Minimum 1 ton.
Earthenware Bottles.
Ebony.
Engines, Fire, steam or otherwise (see Fire Engines).
Epsom Salts, in casks.
Esparto, or Spanish Grass, minimum 2 tons per waggon.

Farina, calcined.
Firewood, prepared, and Firelighters, in less quantities than 3 tons.
FISH :—
Thoroughly cured White Herrings, in brine.
Flint, ground, packed, not carried loose, under 3 tons.
Furniture Woods, not elsewhere specified.
Fustic, ground or chipped.

Galvanized Iron.
Galvanized Iron Wire.
Gambier.
Gasometer Sheets.
Girders, iron, not exceeding 15 feet in length.
Gooseberries, unripe.
GRAIN, FLOUR, &c. :—
Groats.
Pearl Barley.
Pot Barley.
Shudes.
Granite, polished and dressed, in blocks.
Grease.
Greaves.
Grindstones, if not declared at owner's risk.
Groats.
Gunny Bags, old.
Gun Stocks, rough.

Hammers, steam, consisting of heavy castings and forgings under 6 tons.
Hides, Kips, and Sheep Skins (foreign) salted or in bales.
Hoofs and Horns, Cow and Ox, packed.
Hoop, Sheet, or other damageable iron.
Hoops, Wood and Iron.
Horn and Bone Waste, if in less quantities than 3 tons, S. to S.
Horn Tips, packed.
Horse Shoes and Horse Shoe Bars.

Ice, packed.
Ink, in crates or casks.
IRON :—
Bolts.
Bridge Work of iron plates, made up in parts not exceeding 30 feet, girders excepted.
Bridge Work of iron plates, made up in parts above 30 feet (as girders).
Buoys, Buckets, and Cisterns.
Corrugated.
Crane Work of iron plates, made up in parts not exceeding 30 feet.
Crane Work of iron plates, made up in parts above 30 feet (as girders).
Galvanized.
Girders, not exceeding 15 feet in length.
Hoop, Sheet, or other damageable iron.
Horse Shoes and Horse Shoe Bars.
Masts, ships', iron or wood, S. to S. minimum charge as for 1 ton per waggon.
Muriate of, in casks.
Nails.
Nuts.
Rivets.
Rolls, cast or wrought in the rough, turned or unturned, at owner's risk, as damageable iron.
Rolls, cast or wrought, polished, packed, or in bags, at owner's risk.
Shoe Tips.
Spoutings and connexions, at owner's risk.
Staples.
Studs.
Tubing.
Turntables, in parts.
Washers.
Weights, for weighing.
Wire, not damageable.
Wire, galvanized.

Jute.

Keys, Railway, wooden.
Kips, Hides, and Sheep Skins (foreign), salted or in bales.

FIRST CLASS—*cont.*

Lancewood Spars.
Lard Oil, in casks or iron drums.
Laths, in bundles.
Lead Ashes, in bags.
Lead, sheet and piping.
Lead, red and white.
Lignum Vitæ.
Lima Wood.
Lime Salt.
Linseed Meal.
Linseed Oil, in casks or iron drums.
Litharge.
Logwood, ground or chipped.

Mangel Wurzel (see Vegetables).
Maple.
Marble, in blocks.
Masts, ships', iron or wood, S. to S. minimum charge as for 1 ton per waggon.
Metal, sheathing, new or old.
Millboards.
Molasses.
Muriate of Iron, in casks.
Mustard Seed, for grinding.
Myrobalons.

Nails, Iron.
Nicaragua Wood.
Nickel Ore.
Nitrate of Lead.
Nuts, Iron.

OILS, in casks or iron drums:—
- Cocoa Nut.
- Cod.
- Cotton Seed.
- Lard.
- Linseed.
- Palm.
- Pine.
- Rape Seed.
- Seal.
- Train.
- Whale.

Onions (see Vegetables).
Onions, in brine in ton lots.
Ores, Cobalt.
Ores, Nickel.
Osiers and Twigs, green and wet.
Oxide of Zinc, or Zinc White.

Palm Oil, in casks or iron drums.
Paper, coarse, intended for wrapping goods or printing newspapers.
Paper, waste.
Paraffin (wax).
Pasteboard.
Pearl Barley.
Pears, common.
Peas, green (see Vegetables).
Pegs, clothes, packed.
Perry, in casks.
Pine Oil, in casks or iron drums.
Pipes, rain water, for spoutings and their connexions at owner's risk.
Pitch.
Porter and Ale, in casks.
Potatoes (see Vegetables).
Pot Barley.
Prepared Cattle Food.
Prepared Firewood and Firelighters, in less quantities than 3 tons.
Pumicestone.
Putty.

Quercitron Bark.

Rags.
RAILWAY:—
- Buffers.
- Keys, wooden.
- Springs.
- Turntables, in parts.

Rain Water Pipes for spoutings and their connexions, at owner's risk.
Rape Seed Oil, in casks or iron drums.
Retorts, Clay, if not declared at owner's risk.
Rice.
Rivets.
Rolls, iron, cast or wrought in the rough, turned or unturned, at owner's risk. as damageable iron.
Rolls, iron, cast or wrought, polished, packed, or in bags, at owner's risk.
Rosewood.
Rosin.
Rottenstone.

Saltpetre.
Sapan Wood.
Satin Wood.
Scrap Steel.
Seal Oil, in casks or iron drums.
Seal Skins, wet and salted.
Seeds, Mustard, for grinding.
Sheathing.
Sheathing Metal, new and old.
Sheep Skins, in casks.
Sheep Skins, Hides, and Kips (foreign), salted or in bales.
Sheep Wash, in casks.
Sheet, Hoop, or other damageable iron.
Shells, Bomb (not loaded).
Shoe Tips, iron.
Shovel Moulds.
Shudes.
Shumac.
Silicate of Soda.
Size, in casks.
Skins, in casks.
Skins, Seal, wet and salted.
Skins, Sheep (see Sheep Skins).
Slate Slabs, in cases.
Slate Slabs, not in cases, at owner's risk.
Snakewood.
Soap.
Spade Trees.
Spanish Grass, or Esparto, minimum, 2 tons per waggon.
Split Peas.
Springs, railway.
Stannite of Soda.
Staples, iron.
Steam Hammers, consisting of heavy castings and forgings, under
Stearine.
Steel, blistered.
Steel, scrap.
STONES:—
- Grindstones, if not declared at owner's risk.
- Rottenstone.

Stone, carved for building purposes, at owner's risk.
The weight of Stone is calculated at 20 cwt. of 112 lbs. to the ton.—Gen Man. Min., 7th May 1857.
Studs, iron.

FIRST CLASS—*cont.*

Sugar (raw and refined) in casks and bags.
Sulphate of Alumina.
Sulphate of Copper.
Sulphate of Soda.
Sulphate of Zinc.
Surat Bagging.
Syrup.

Tallow
Tar.
Terra Japonica.
Tiles, ornamental, encaustic, and tesselated.
Tiles, roofing, ridge, paving, (quarries), if not declared at owner's risk.
Tin, in blocks, ingots, and boxes.
Train Oil, in casks or iron drums.
Treacle.
Tubing, iron.
Tulip Wood.
Turnips (see Vegetables).
Turntables, in parts.
Twigs and Osiers, green and wet.

Valonia.
Vegetables, in lots of 1 ton and under 3 tons. Lots under 2 tons not to be carried loose.
NOTE.—The term Vegetables includes Cabbages, Green Peas, New Potatoes, Water Cress, and all others, except the undermentioned:—
Carrots, Mangel Wurzel, Onions, Potatoes (Old), and Turnips loose, in less quantities than 3 tons.
Do. in packages, in less quantities than 2 tons. Lots under 2 tons not to be carried loose.
Verjuice, in casks.
Vinegar, in casks.
Vitriol Stone.

Walnut Wood.
Wash, Sheep, in casks.
Washers, iron.
Washing Powder and Paste.
Waste Paper.
Water Cress (see Vegetables).
Water Pipes, rain, for spoutings and their connexions, at owner's risk.
Weights, iron, for weighing.
Whale Oil, in casks or iron drums.
Wire, iron, galvanized.
Wire, iron, not damageable.
Woad.
Wood, Acid, in casks.
WOODS:—
- Boxwood.
- Camwood.
- Cedar.
- Ebony.
- Firewood, prepared, in less quantities than 3 tons.
- Furniture Woods not elsewhere specified:—
  - Lignum Vitæ.
  - Lima Wood.
  - Maple.
  - Nicaragua.
  - Rosewood.
  - Sapan Wood.
  - Satin Wood.
  - Snake Wood.
  - Tulip Wood.
  - Walnut Wood.
  - Zebra Wood.
- Wooden Railway Keys.

Zebra Wood.
Zinc, ingots, &c.
Zinc-white, or Oxide of Zinc.

SECOND CLASS.

The rates for this Class include collection and delivery at the Stations only where the Companies have a staff for that service.

No rate including Cartage to be quoted by the Company for any article weighing more than THREE tons, without first ascertaining that the other Terminal Company is prepared to perform such Cartage.

N.B.—*It is not competent, without consent, for any Company to convert a Carted rate into a Station to Station Rate by deducting an amount for Cartage, but all goods should be invoiced at the Rates which have been agreed to.*—(Goods Man. Min., April 1863.)

Agricultural Machines and Implements, in cases, at owner's risk.
Agricultural Seeds.
Air Stoves.
Albumen.
Ale and Porter, bottled, in cases, casks, or hampers.
Alkanet Root.
Alizaine.
Aloes, in casks.
Alva Marina, or Dry Sea Weed, for upholsterers' purposes.
Annatto.
Archil.
Arrow Root.
Arsenic.

Bacon and Hams, packed.
Bagging.
Baking Powder.
Bark, Tanners', loose.
Bass Mats.
Bedsteads, common wood.
Bedsteads, Iron, in cases or bundles.
Bedsteads when carried along with other furniture, to be charged as furniture.
Beef, in casks.
Berries, Yellow.
Besoms, Birch.
Bichrome.
Biscuit.
Blacking.
Black Lead.
Bladders, in casks.
Boilers, weighing less than a ton, occupying only one waggon.
Boilers, 30 feet and under 45 feet S. to S.
Boilers requiring more than one waggon, to be charged not less than as for 2 tons per waggon; to be loaded by sender, and unloaded

SECOND CLASS—*cont.*

Boilers—*cont.*
by consignee, and carried at owner's risk. Boilers of a peculiar shape, or extraordinary dimensions, requiring alterations to be made in waggons, to be carried only by special agreement.
Bone flats.
Bones, loose, other than for size or manure.
Boracid Acid.
Borax.
Brass.
Brass, scrap.
Brass wire.
Bread.
Bricks, Bath or Flanders.
Broom and Mop Handles.
Buckles, iron or brass.
Bump.
Butter, in casks and boxes.

Cabbages (see Vegetables).
Camata.
Camatina.
Canary Seed.
Candles, except wax.
Candlewick.
Canvas.
Cardamoms, in casks.
Carpeting.
Carraway Seed.
Carriage and Cart Springs, Axles and Steps.
Catsup, in casks.
Carrots (see Vegetables).
Chain Harrows.
Chains and Traces, in casks.
Chains, small, not exceeding 5-8ths of an inch, loose.
Cheese, packed.
Chicory, prepared.
Chimney Pots (earthenware), if not declared at owner's risk.
*China, in casks or crates.
Chocolate.
Cider, bottled, in cases, casks, or hampers.
Clod Crushers.
Clover Seed.
Cockles (see Fish).
Cocoa.
Cocoa Nuts.
Codilla.
Coffee.
Coir Yarn.
Colours and Paints, in casks.
Confectionery, in hogsheads.
Copper.
Copper Coin.
Copper, Scrap.
Cordage.
Coriander Seed.
Cotton Twist.
Cotton Waste.
Cotton and Linen Yarn, packed.
Cranberries.
Crane Work of wood and damageable iron made up in parts.
Crematine.
Crucibles, at owner's risk.
Cudbear.
Currants, grocers'.
Dates.
Disinfecting Fluid, in casks or tins.
Drugs, in casks or bales.
Drysalteries, not elsewhere specified, in casks.
Dyes, liquid, in casks.

Earthenware, in casks and crates.
Edge Tools.
Eggs, in crates and boxes.
Emery.
Emery Paper.
Empties.
Engines, Steam (Portable), weighing 3 tons and upwards.

Felspar.
Felt.
Field Seeds.
Figs.
Files.
Filters, Stoneware.
FIRE-CLAY WARE:—
Chimney Cans, if not declared at owner's risk.
Vent Linings, if not declared at owner's risk.
Fire-clay Ware not otherwise specified, if not declared at owner's risk.
Fire Engines, steam or otherwise, 3 tons and above.
FISH:—
Thoroughly cured Red Herrings.
Fish, thoroughly salted or dried, not otherwise named.
Shell Fish, &c.:— (At owner's risk.)
Cockles.
Limpets.
Mussels.
Periwinkles.
Whelks.
Fishing and Garden Netting, in bales.
Flax.
Flax Straw, at owner's risk, S. to S., with a minimum charge per waggon of 30 cwt.
Flax Waste.
Flocks.
Flour of Sulphur (as Drugs).
Fluid (disinfecting), in casks or tins.
Forges, portable.
Frying Pans.

Garancine.
Garden and Fishing Netting, in bales.
Ginger.
Ginger Beer.
Glass Beads, in casks or cases.
*Glass, crown, in boxes and crates. (At sender's risk.)
*Glass, flint.
*Glass, window, and rough plate.
Glue.
Glue Pieces, dry.
Goats' Hair.
Granilla.
Granite, polished and dressed, in cases.
Grapes, Foreign, as imported, packed in sawdust in cases or casks, at owner's risk.
Gums of all sorts.
Gun Barrels, rough.
Gutta Percha, unmanufactured.

Hair, plasterers'.
Hammer Heads.

SECOND CLASS—*cont.*

Hammer Shafts.
Hams and Bacon, packed.
Hardware.
Harrows, Chain.
Hay, hydraulic pressed, S. to S.
Hay, at owner's risk, S. to S. With no less charge than as for 1½ tons per waggon.
Hearth Rugs.
Hemp.
Hemp Seed.
Hemp Warps, packed.
Hemp Yarn.
Herrings (see Fish).
Hides, Kips, and Sheep Skins, green or market, at owner's risk.
Hinges, iron.
Hoes.
Hogsheads, not returned Empties.
Holloware, iron, in hogsheads.
Hoofs and Horns, Cow and Ox, loose.
Horn Tips, loose.
Hurdles, iron or wood.

Ice, loose.
India Rubber.
IRON:—
Bedsteads, in cases or bundles.
And when carried along with other Furniture, to be charged as Furniture.
Buckles.
Carriage and Cart Springs, Axles, and Steps.
Crane Work of wood and damageable iron made up in parts.
Hinges.
Holloware, in hogsheads.
Liquor.
Palisades.
Safes.
Screws.
Spades and Shovels.
Spoons.
Wire, bright.
Ivory Black.

Japan and Tin Ware, in casks or cases.

Kelp.
Ketchup, in casks.
Kips, Hides, and Sheep Skins, green or market, at owner's risk.

Lac, of all sorts.
Lard, in casks, boxes, and tins.
Lasts, packed.
Leather, undressed.
Lemonade.
Lemons.
Lemon Juice.
Lemon Peel, in casks.
Limpets (see Fish).
Linen and Cotton Yarn, packed.
Liquor, Iron.
Locks.
Locomotive Tubes.

Machinery, heavy.
Machines, printing, at owner's risk.
*Machines, Weighing, small, at owner's risk.
†Machines, Weighing, large.
Madders.
Malt Crushers.
Marble, in cases.
Marble, sawn into Slabs, but cemented together.
Mastic.
Matches, wood splints for, packed.
Matchetts.
Mats and Matting, except Cocoa Nut Matting.
Methylated Spirits (as Naphtha).
Mexican Fibre.
Millstones.
Mineral Water, in casks.
Mohair.
Mop and Broom Handles.
Moss, in bales.
Mungo.
Munjeet.
Mussels (see Fish).

Naphtha, in casks or iron drums.
Netting, Fishing and Garden, in bales.
Nickel.
Nuts.

Oakum.
Oils, in casks or iron drums, except those 1st and 3rd Class.
Old Clothes.
Onions, in brine, in lots of less than 1 ton.
Oranges.
Orchilla Weed.
Osiers and Twigs, brown.
Osnaburgs.
Oxalic Acid.

Paints and Colours, in casks.
Palisades, iron.
Palm Leaves.
Paper Hangings.
Pearl Shells.
Peas, green (see Vegetables).
Pegs, Shoe.
Pelts, dry.
Pencils, Slate.
Periwinkles (see Fish).
Perry, bottled, in cases, casks, or hampers.
Piassava.
Picker Bends.
Pins, metal, in boxes.
Pipes, Empty, not returned Empties.
Pork, in casks.
Portable Forges.
Porter and Ale, bottled, in cases, casks, or hampers.
Posts, signal, and materials belonging thereto, not less than 1 ton per waggon.
Potatoes, preserved.
Potatoes, new and old (see Vegetables).
Powder Blue.
Printing Machines, at owner's risk.
Provisions, salt.
Prunes.
Prussiate of Potash.
Puncheons, new, empty.

Quicks, Shrubs, and Trees.

Rabbit Skins, undressed.
Raisins.

* Included in the Carriers' Act.

* Those used for weighing Packages or Goods.
† Those used for weighing Railway or other Vehicles, and also Cattle.

SECOND CLASS—*cont.*

Ridges, if not declared at owner's risk.
Ropes, new, including Wire Ropes.

Sad Irons.
Safes, iron.
Safety Boxes.
Safflower.
Sago.
Salammoniac.
Sand Paper.
Sarsaparilla.
Sassafras.
Saws.
Scrap, brass.
Scrap, copper.
Scrap, tin.
Screw Jacks.
Screws, iron.
Screws.
Scythe Stones, loose, at owner's risk.
Scythe Stones, packed.
Seaweed (dry), or Alva Marina, for Upholsterers' purposes.
SEEDS :—
Agricultural.
Canary.
Carraway.
Clover.
Coriander.
Field.
Hemp.
Shafts, Hammer.
Sheep's Guts, in casks.
Sheepskins, Kips, and Hides, green or market, at owner's risk.
Shell Lac.
Shells, Pearl.
Shoddy.
Shoe Pegs.
Shot, small, in bags.
Shovels.
Shrubs, Quicks, and Trees.
Signal Posts and materials belonging thereto. Not less than 1 ton per waggon.
*Silk Waste, undressed.
Sink Traps.
Sizing.
Skins, Rabbit, undressed.
Slates, writing.
Slate Pencils.
Smalts.
Soda Water.
Soldiers' Clothing.
Spades and Shovels, iron.
Spetches, dry.
Sprit of Tar, in casks or iron drums.
Spirits, Methylated (as Naphtha).
Splints, wood, for Matches, packed.
Spoons, iron.
Starch.
Steam Engines, portable, (see Engines, Steam).
Steam Ploughs.
When Steam Ploughs and the Machinery belonging thereto, weighing in the whole over 3 tons are sent, the whole weight must be charged at 2nd Class rate.
Steel, bars and bundles.
Stone Blue.
STONES :—
Millstones.
Scythe, loose, at owner's risk.
STONES—*cont.*
Scythe, packed.
Whetstones.
Stone carved for building purposes, if not declared at owner's risk.
The weight of Stone is calculated at 20 cwt. of 112 lbs. to the ton. —(Gen. Man. Min., 7th May 1857.)
Stoneware Filters.
Sugar (lump), loose.
Sugar of Lead.
Sugar Mills.
Sugar Moulds and Pans.
Sulphur, Flour of (as Drugs).

Tar, Spirits of, in casks or iron drums.
Tarpaulings,
Tartaric Acid.
Terra-cotta Casts.
Tincal.
Tinfoil.
Tin, Scrap.
Tin Ware, in casks or cases.
Tobacco, leaf.
Tow.
Traps, Sink.
Trees, Quicks, and Shrubs.
Treenails.
Turmeric.
Turpentine, in casks.
Twigs and Osiers, brown.
Twine.
Twist, cotton.
Type, old.

Umbrella Stretchers.

Varnish, in casks or iron drums.
Vegetables, in lots above 3 cwt. and under 20 cwt. Lots under 2 tons not to be carried loose. But no quantity of Vegetables weighing more than 3 cwt. be charged less than as for 3 cwt.—(Goods Man. Min., July 1862.)
NOTE. — The term Vegetables includes Cabbages, Green Peas, New Potatoes, Water Cress, and all others, except the under-mentioned :— Carrots, Mangel Wurzel, Onions, Potatoes (old), and Turnips.
Vegetable Ivory.
Vegetable Wax.
Vent Linings, if not declared at owner's risk.
Verdigris.
Vices.

Warps, Hemp, packed.
Washers.
Waste, cotton and woollen.
Waste, Flax.
*Waste, silk, undressed.
Water Cress (see Vegetables).
Weft, cotton.
†Weighing Machines, small, at owner's risk.
‡Weighing Machines, large.
Whelks (see Fish).
Whetstones.
Window Sashes and Mouldings, at owner's risk.
Wire, bright.
Wood Splints, for Matches, packed.
Wool.
YARN :—
Coir.
Hemp.
YARN—*cont.*
Linen and Cotton, packed.
Yeast, in casks, ton lots.
Yellow Berries.
Zinc, sheets, &c.

* Included in the Carriers' Act.
† Those used for weighing Packages or Goods.
‡ Those used for weighing Railway or other Vehicles, and also Cattle.

SECOND CLASS—*cont.*

THIRD CLASS.

The rates for this Class include collection and delivery at the Stations only where the Companies have a staff for that service.

No rate including Cartage to be quoted by any Company for any article weighing more than THREE tons, without first ascertaining that the other Terminal Company is prepared to perform such Cartage.

N.B.—*It is not competent, without consent, for any Company to convert a Carted rate into a Station to Station rate, by deducting an amount for Cartage, but all Goods should be invoiced at the rates which have been agreed to.*—(Goods Man. Min., April 1863.)

Agricultural Machines and Implements, except Clod Crushers and Steam Ploughs, at owner's risk.
When Agricultural Machines or Implements are carried under special arrangements, to or from Shows, they must be invoiced S. to S.
Agricultural Stock and Implements to and from the Royal Agricultural Society's Shows.
Almonds, in shell.
Aloes, in boxes or hampers.
Ammonia, liquid, in carboys.
Angelica Root.
Asparagus.

Bacon and Hams, loose.
Bags, carpet.
Bales, Boxes, Cases, Packs, and Trusses of Manchester and Barnsley Manufactures, Scotch Cotton Goods, and Irish Linens.
Bark, Peruvian.
Bees' Wax.
Bellows.
Bells of all kinds.
Black Beer.
Blankets.
Blocks, Ships'.
Blowing Engines.
Boats or Cobles. Minimum charge, 1 ton per waggon.
Bobbins.
Boilers, 45 feet and above, S. to S.
Boilers requiring more than one waggon, to be charged not less than as for 2 tons per waggon ; to be loaded by sender, and unloaded by consignee, and carried at owner's risk. Boilers of a peculiar shape, or extraordinary dimensions, requiring alterations to be made in waggons, to be carried only by special agreement.
Boilers, copper.
Books.
Boots and Shoes (including Goloshes), in casks, cases, and boxes.
Bridge Work of iron plates, made up in parts above 30 feet (as girders).
Bristles.
British Wines, in casks or hampers.
Brooms, Broomheads, and Brushes.
Buckets and Pails.
Buckram.
Butter, in cools and tubs.
Buttons.

Calicoes.
Canada Stoves.
Candied Peel.
Candy Sugar.
Canes and Rattans, packed.
Cardamoms, in boxes or hampers.
Cards and Tickets, Railway.
Carpet Bags.
Carriage and Coach Wheels, at owner's risk.
Cases, Bales, Boxes, Packs, and Trusses of Manchester and Barnsley Manufactures, Scotch Cotton Goods, and Irish Linens.
Cassia Lignea.
*Castings, light or heavy, not otherwise enumerated, at Company's risk.
N.B.–Any single piece weighing more than 6 tons, or from its shape requiring a specially constructed waggon for its conveyance, to be matter of special arrangement.
Castor Oil, in boxes, casks, or iron drums.
Cast Iron Pots, loose.
Cheese, loose.
†Clocks, American and Dutch.
Clogs, in casks, cases, and boxes.
Coach and Carriage Wheels, at owner's risk.
Cobles or Boats. Minimum charge 1 ton per waggon.
Cockles (see Fish).
Colours and Paints, in hampers or boxes.
Combs.
Confectionery, in boxes or cases.
Conservatories and Hothouses, in parts at owner's risk. Minimum charge as for 1 ton per truck.
Copper Boilers.
Copper Rollers.
Cordials and Sweets, in casks and hampers.

* Castings, when carried at owner's risk, and damaged in transit, to be returned free, if sent back within one month.
† Included in the Carrier's Act.

THIRD CLASS—*cont.*

Cork Wood.
Cotton and Linen Thread.
Cotton and Linen Yarn, loose.
Cotton Slops, in bales.
Cotton Stays, in cases.
Cotton Warps, in bundles.
Cowries.
Crane Work of iron plates, made up in parts above 30 feet (as girders).
Crinoline Steel.
Crucibles.
Cutlery.

Drugs, in boxes or hampers.
Drysalteries, not elsewhere specified, in boxes or hampers.

Engines, Fire (see Fire Engines).
Engines, Steam (Portable), weighing less than 3 tons.

Fencing, iron wire.
Fenders, at sender's risk.
Fire Engines, steam or otherwise, under 3 tons. Minimum weight 1 ton.
Fire Escapes. Minimum of 1 ton per waggon.
Fire Irons.
Fish :—
Herrings and Sprats, in any state not otherwise named, including Bloaters and Kippered Herrings.
Kippered Salmon.
All other Fish, partially cured, smoked, or dried.
Shell Fish, &c. :—
Cockles, Limpets, Mussels, Periwinkles, and Whelks, if not declared at owner's risk.
Oysters.
Flannel.
Floor Cloth, not exceeding 10 feet long.
French Plums.
Fruit, ripe.
Fur off Rabbit Skins.

Galls.
Gas and Water Meters.
Gelatine.
Girders, iron, exceeding 15 feet in length.
*Glass, flint, and rough plate.
*Glass Retorts.
Goods, heavy, not specified.
Gooseberries, ripe.
†Grates, polished, at owner's risk.
†Grates, common.
Groceries, Mixed packages of.
Guns and Pistols.
Gutta Percha, manufactured.

Hair, Upholsterers'.
Hams and Bacon, loose.
Harness.
Hatters' Wool.
Heavy Goods, not specified.
Herrings (see Fish).
Hides, Kips, and Sheepskins (foreign), dry, loose.
Hides, Kips, and Sheepskins, green or market, if not declared at owner's risk.
N.B.—British Hides, Kips, and Sheepskins to be charged as green or market, whether sprinkled with salt or not.
Honey.
Hops.
Horns, Stag.
Hosiery.
Hothouses and Conservatories, in parts, at owner's risk. Minimum charge as for 1 ton per truck.

India Rubber Goods.
Indigo.
Ink, Printers'.
Irish Linens, in bales, boxes, cases, packs, and trusses.
Iron :—
Bridge Work of iron plates made up in parts, above 30 feet (as girders).
Crane Work of iron plates made up in parts, above 30 feet (as girders).
Girders, exceeding 15 feet in length.
Pots, loose.
Rolls, cast or wrought, polished, packed, or in bags, at Company's risk.
Spoutings and Connexions, if not declared at owner's risk.
Trays.
Wire Fencing.
Ironmongery, saddlers'.

Japan and Tin Ware, in hampers and crates.
Joiners' work, not elsewhere specified.
Juice, Spanish.

Kamptulicon.
Kips, Hides, and Sheepskins (foreign), dry, loose.
Kips, Hides, and Sheepskins, green or market, if not declared at owner's risk.
N.B.—British Sheepskins, Kips, and Hides to be charged as green or market, whether sprinkled with salt or not.
Knife Cleaners.

Lamp Black.
Lard, in cools and tubs.
Leather, dressed.
Limpets (see Fish).
Linen and Cotton Thread.
Linen and Cotton Yarn, loose.
Linens.
Linens, Irish, in bales, boxes, cases, packs, and trusses.
Liquorice.
Lithographic Stones, at owner's risk.
Looms, at owner's risk.

Machines, washing and wringing, at owner's risk, and to be returned free when damaged.
Manchester and Barnsley manufactures, in bales, boxes, cases, packs, and trusses.
Mangles, at owner's risk, and to be returned free when damaged.
Marquees or Tents; and when requiring two or more waggons, a minimum charge of 1 ton per waggon.
Mattresses; and when carried along with other Furniture to be charged as Furniture, except when sent to dealers or furniture makers.
Meats, preserved
Mineral Water, in boxes or hampers.
Muskets, in cases.
Mustard.
Mussels (see Fish).

Nails, copper and brass.

Oil-cloth Table Covers.
Oil and Varnish, in basketed tins.
Oil, Castor, in casks or iron drums.
*Ore, silver.
†Organs and Organ Work, loose, at owner's risk.
Osiers and Twigs, white.
Ovens, common.
Oysters (see Fish).

Packs, Bales, Boxes, Cases, and Trusses of Manchester and Barnsley manufactures, Scotch Cotton Goods and Irish Linens.
Pails and Buckets.
Paints and Colours, in hampers or boxes.
Panoramas and Theatrical Scenery, in cases at owner's risk.
Paper, fine, writing, blotting, tissue, and fancy.
Pens, steel, from makers.
Pepper.
Periwinkles (see Fish).
Phosphorus, in tins, hermetically sealed.
Pickles.
Pimento.
Pipes, rain water, for spoutings, and their connexions, tions, if not declared at risk.
Plumbago.
Pots, iron, loose.
Printers' Ink.

Rabbit Skins, dressed.
Railway Tickets and Cards.
Rain Water Pipes, for spoutings and their connexions, if not declared at owner's risk.
Rattans and Canes, packed.
Reeds and Rushes, packed.
Refiners' Sweepings.
*Retorts, glass.
Rolls, iron, cast or wrought, polished, packed, or in bags, at company's risk.
Rugs, woollen.

Saddlers' Ironmongery.
Saddlery.
Sails, Ships'.
Sardines.
Scale Beams and Scales.
Scotch Cotton Goods, in bales, boxes, cases, packs, and trusses.
Scythes.
Seal Skins, dry.
Sheepskins, Kips, and Hides (foreign), dry, loose.
Sheepskins, Kips, and Hides, green or market, if not declared at owner's risk.
N.B.—British Sheepskins, Kips, and Hides to be charged as green or market, whether sprinkled with salt or not.
Shells, in cases or casks.
Ships' Blocks.
Ships' Sails.
Shoes and Boots (including Goloshes), in casks, cases, and boxes.
Sickles.
*Silver Ore.
Skins, fine, imported, such as Deer, Fox, Goat, Kid, Musquash, and Nutria.
Skins, Rabbit, dressed.
Skins, Seal, dry.
Slate Slabs, not in cases, if not declared at owner's risk.
Smallwares.
Snuff.
Soap, scented.
Soda Bicarbonate, in boxes, cases, or hampers.
Spanish Juice.
Spermaceti, in boxes.
Spirits of Wine (as Wines and Spirits).
Sprats (see Fish).
Stags' Horns.
Stationery, general.
Stays, Cotton, in cases.
Steam Engines (portable) (see Engines, Steam).
Steel Pens, from makers
Stones, lithographic, at owner's risk.
‡Stoves and grates, polished at owner's risk.
‡Stoves, common.
Sugar Candy.
Sweets and Cordials, in casks and hampers.

Table Covers (oil cloth).
Tacks.
Tapes.
Tapioca.
Tea.
Tents or Marquees; and when requiring two or more waggons, a minimum charge of 1 ton per waggon.
Theatrical Scenery, in cases.
Thread, Linen and Cotton.
Tickets and Cards, railway.
Tin Ware, in hampers and crates.
Tobacco, manufactured.
Tonquin Beans.
Toys of all kinds, in cases.
Trays, iron.
Trusses, Bales, Boxes, Cases, and Packs of Manchester and Barnsley manufactures, Scotch Cotton Goods and Irish Linens.

* Included in the Carriers' Act.
† Grates, when carried at owner's risk and damaged in transit, to be returned free, if sent back within one month.

* Included in the Carriers' Act.
† Pianos, Organs, and similar musical instruments to be charged as Furniture, when carried with Furniture.
‡ Stoves, when carried at owner's risk and damaged in transit, to be returned free if sent back within one month.

THIRD CLASS—*cont.*

Turnery Ware.
Turpentine, in basketed tins.
Twigs and Osiers, white.

Ultramarine.
Umbrellas.

Varnish and Oil, in basketed tins.
Vegetables, in lots of 3 cwt. or under. Lots under 2 tons not to be carried loose.
NOTE.—The term Vegetables includes Cabbages, Green Peas, New Potatoes, Water Cress, and all others, except the undermentioned: Carrots, Mangel Wurzel, Onions, Potatoes (old), and Turnips.
Veneers.
Venetian Blinds.
Vinegar, in cases.

Wadding.
Warps, cotton, in bundles.
Washing and Wringing Machines, at owner's risk, and to be returned free when damaged.
Watch Glasses.
Water Cress (see Vegetables).
Water and Gas Meters.
Water Pipes, rain, for spoutings and their connexions, if not declared at owner's risk.
Whalebone.
Wheels, coach and carriage at owner's risk.
Whelks (see Fish).
White Herrings (see Fish).
Window Frames, cast iron.
Wines and Spirits, in casks and cases.
Wines, British, in casks and and hampers.
WOOD :—
Cork Wood.

Yarn, cotton and linen, loose.
Yarn, woollen and worsted.
Yarn, when packed in cans.

FOURTH CLASS.

The rates for this Class include collection and delivery at the Stations only where the Companies have a staff for that service.

No rate including Cartage to be quoted by any Company for any article weighing more than THREE tons, without first ascertaining that the other Terminal Company is prepared to perform such cartage.

N.B.—*It is not competent, without consent, for any Company to convert a Carted Rate into a Station to Station Rate, by deducting an amount for Cartage, but all Goods should be invoiced at the rates which have been agreed to.*—(Goods Man. Min., April 1863.)

Acetic Acid, in carboys.
Agricultural Machines and Implements, except Clod Crushers and Steam Ploughs, if not declared at owner's risk.
When Agricultural Machines or Implements are carried under special arrangements, to or from Shows, they must be invoiced S. to S.
Agricultural Stock and Implements to and from the Royal Agricultural Society's Shows. See Regulations.
Alabaster Ornaments and Figures, packed, at owner's risk.
Almonds, not in shell.
Anchovies.

Balloons, at owner's risk.
Barèges.
Baskets.
Bent Wood and Gig Shafts.
Berries, Juniper.
Bonnet Fronts, at owner's risk.
Book Muslin.
Boothing or Stalling.
Boots and Shoes (including Goloshes), in hampers.
Bottles, Glass, white.
Bradford Stuff Goods.
Brass and Copper Tubing, except locomotive tubes.
Brass Pipes.
Britannia Metal Goods.
Bronze Powder.
Bulbous Flower Roots.
Bungs and Corks.
Busks, Wooden.
Butter, in crocks.

Calenders.
Candles, wax.
Canes and Rattans, loose.
Carboys, New, empty, Glass.
Cards for Carding Machines, carried in boxes only.
Carriage Bodies, unfinished. No less charge than as for 5 cwt.
Carriages, Railway, new, in cases.
Ditto, on their own wheels, 6*d.* per carriage per mile. Minimum charge 20*s.*
Carriage and Coach Wheels, at company's risk.
Carrots (see Vegetables).
Carts and Waggons (as Agricultural Implements).
Catsup, in bottles.
Cheese Presses.
Chimney Tops, Zinc.
Churns.
Clogs, in hampers.
Cloth Caps.
Coach and Carriage Wheels.
Coach and Upholsterers' Trimmings.
Cobalt.
Cochineal.
Coffins, metallic.
Conservatories and Hothouses, in parts, minimum charge as for 1 ton per truck.
Copper and Brass Tubing, except locomotive tubes.
Copper Pipes.
Copying Presses.
Corks and Bungs.

Drapery.
Dyes, liquid, in hampers or boxes.

FOURTH CLASS—*cont.*

Fenders, if not declared at sender's risk.
Figures and Ornaments, Alabaster, packed, at owner's risk.
Figures, Stucco, packed, at
Fire-clay Ware :—
Vases and other Ornamental Productions.
FISH :—
Salmon, in boxes.
Shell Fish :—
Prawns and Shrimps.
Floor Cloth, exceeding 10 feet long, not carried uncased.

Garden Plants, in baskets, mats, or pots.
Garden Seats.
Garden Seeds.
German Yeast.
Gig Shafts and Bent Wood.
Gilt Mouldings, in cases.
Ginger, preserved.
*Glass, Crown and Window.
Goods, light, not specified.
Granite, polished and dressed, in slabs.
Grapes.
†Grates, polished, if not declared at owner's risk.
Gravestones.

Handmills.
Hay, if not declared at owner's risk S. to S. With no less charge than as for 1½ tons per waggon.
Hay Rakes and Forks, in bundles.
Hothouses and Conservatories, in parts. Minimum charge as for 1 ton per truck.
Household Linen and Wearing Apparel.

Indigo, Extract of.
Ink, in jars or bottles loose.
Isinglass.

Juniper Berries.

Ketchup, in bottles.

Lamps.
Lard, in crocks.
Light Goods, not specified.
Linen (household) and Wearing Apparel.
Lint.
Lithographic Stones, at company's risk.
Looms, if not declared at owner's risk.
Luggage, trunks, &c.

Maccaroni.
Machinery, light.
Machines, Printing, if not declared at owner's risk.
Mangles, Washing and Wringing Machines, if not declared at owner's risk.
Marble, in slabs.
Meats, fresh.
Merinoes.
Methylated Spirits (as Naphtha).
Mistletoe.

Naphtha, in tins.
Needles, in boxes.
Nutmegs.

Oils, in cans, jars, and boxes, except Castor Oil.
‡Organs and Organ Work, packed in cases.
Ornaments and Figures, Alabaster, packed, at owner's risk.

Panoramas and Theatrical Scenery, at owner's risk, not in cases.
Paper Trays.
Patterns, Travellers'.
Picture Frames.
Pipes, brass.
Pipes, copper.
Pipes, smoking.
*Plated Goods.
Poppyheads.
Poultry, dead.
Prawns (see Fish).
Printing Machines, if not declared at owner's risk.

Quicksilver.
Quills.

Rabbits.
Railway Carriages, new, in cases.
Railway Carriages, new, on their own wheels, 6*d.* per carriage per mile, with a minimum charge of 20*s.*
Rattans and Canes, loose.
Reeds and Rushes, loose.

Salmon (see Fish).
Seeds, Garden.
Shafts, Gig.
Shrimps (see Fish).
Shoes and Boots (including Goloshes), in hampers.
Shovels and Spades, wooden.
*Silk Waste, dressed or spun.
Spindles.
Spirit of Tar, in tins.
Spirits of Wine (as Wines and Spirits).
Spirits, Methylated, as Naphtha.
Sponge, in Bales.
Stalling or Boothing.
Sticks.
STONES :—
Grave.
Lithographic, at company's risk.
Tomb.
The weight of Stone is calculated at 20 cwt. of 112 lbs. to the ton. — Gen. Man. Min., May 1857.
§Stoves and Grates, polished, if not declared at owner's risk.
Straw, S. to S. minimum charge per waggon of 20 cwt.
Straw Plait.
Stucco Figures, packed, at owner's risk.

Tamarinds.
Tar, Spirit of, in tins.
Tarlatans.

* Included in the Carriers' Act.
† Grates, when carried at owner's risk and damaged in transit, to be returned free, if sent back within one month.
‡ Pianos, Organs, and similar musical instruments to be charged as Furniture, when carried with Furniture.
§ Stoves, when carried at owner's risk and damaged in transit, to be returned free if sent back within one month.

FOURTH CLASS—*cont.*

Teazles, imported, packed.
Theatrical Scenery, at owner's risk, not in cases.
Tombstones.
Tongues, animal.
Travellers' Patterns.
Trays, paper.
Tubing, Copper and Brass, except locomotive tubes.
Turpentine, in cans, jars, and boxes.
Type, new.

Upholsterers' and Coach Trimmings.

Varnish, in tins.
Vermicelli.
Vinegar, in carboys.

Washing and Wringing Machines, if not declared at owner's risk.
*Waste Silk, dressed or spun.
Wearing Apparel and Household Linen.
Wheels, Coach and Carriage, at company's risk.
Window Sashes and Mouldings, if not declared at owner's risk.
Wines and Spirits, in hampers.
Wines and Spirits, in jars or bottles containing 2 gallons or under.
Jars and Bottles only to be carried when protected by basket work.
Wood Acid, in carboys.
Wood Patterns, for castings
Wooden Busks.
Woollen and Worsted Goods, not elsewhere specified.
Yeast, German.
Yeast, small lots.
Zaffers.

FIFTH CLASS.

The rates for this Class include collection and delivery at the Stations only where the Companies have a staff for that service.

No rate including cartage to be quoted by any Company for any article weighing more than THREE tons, without first ascertaining that the other Terminal Company is prepared to perform such cartage.

N.B.—*It is not competent, without consent, for any Company to convert a Carted rate into a Station to Station rate, by deducting an amount for Cartage, but all Goods should be invoiced at the rates which have been agreed to.*—(Goods Man. Min., April 1863.)

Alabaster Ornaments and Figures, packed, at company's risk.
Aluminium.
Amber.
Animals and Birds, stuffed, in cases (as Furniture).
Basket Carriage and Gig Bodies, finished, in cases or matting, if not declared at owner's risk, 20 per cent. more than 5th Class Rate.
Do. at owner's risk. } Minimum 1 cwt.
Basket Carriage and Gig Bodies, unfinished, whether sent simply or in bundles, minimum 1 cwt.
Bath Chairs, at owner's risk. If not so declared 20 per cent. over 5th class, minimum 3 cwts. Only to be carried in cases or matting.
Beds and Bedding (as Furniture).
Bedsteads, iron, fitted up (as Furniture).
Bedsteads when carried along with other Furniture to be charged as Furniture.
Billiard & Bagatelle Tables (as Furniture).
Billiard Tables, Slatebeds of.
Birds and Animals, stuffed, in cases (as Furniture).
Bonnets.
Bonnet Fronts, at company's risk.
Bonnet Shapes.

Cabinet Ware (as Furniture).
Chairs, Bath (see Bath Chairs).
Chairs, Windsor and Common, new.
Chairs, other than above (as Furniture).
Chandeliers and Gasaliers (as Furniture).
*China, in boxes.
Cigars.
Cinnamon.
*Clocks, English & French.
Cornice Poles, as Furniture.
Crabs (see Fish).

* Included in the Carriers' Act.

FIFTH CLASS—*cont.*

Crape.
Crinolines.

Elephants' Teeth.
Embroidery.
*Engravings.

Feathers.
Figures and Ornaments, Alabaster, packed, at company's risk.
Figures, Stucco, packed, at company's risk.
Fish:—
All Fresh Fish (not including Shell Fish), except Herrings, Sprats, and Salmon, in boxes.
Shell Fish—
Crabs.
Lobsters.
Furniture, when packed in cases and frames.
Furniture, when packed in mats or sent loose, 20 per cent. extra, unless the owners undertake in writing, or by special consignment note, to relieve the Companies from all damage, in which case the Fifth Class Rate to be charged.
Furniture, in vans, carts, or frames, for gross weight of the furniture, and van, cart, or frame, including collection and delivery, the van, cart, or frame to be returned free, Station to Station.
"Empty Furniture Vans when sent to be filled are to be charged, but the charge is to be remitted upon proof being given of their having returned laden by the same route." — (Goods Man. Min., July 1863).
*Furs.

Game.
Gasiliers and Chandeliers (as Furniture).
*Glass, stained, plate, and shades, at owner's risk.
Gloves.

Hats of all kinds.

Iron Bedsteads, fitted up (as Furniture).
Bedsteads, when carried along with other Furniture, to be charged as Furniture.
Ivory.

*Lace.
Lobsters (see Fish).

Machines, sewing.
Mattresses (as Bedsteads).
Millinery.
*Mirrors, at owner's risk.
Mushrooms.
†Musical Instruments.

†Organs and Organ Work, loose at company's risk.
Ornaments and Figures, Alabaster, packed at company's risk.

Papier Maché Goods, except Trays.
Parchment.
Perambulators, packed in cases, crates, or boxes.
Perambulators, not packed.
Perfumery.
†Pianos.
Pianos, not packed in any way, when tendered for conveyance, to be refused, unless senders relieve the companies from all liability.
*Pictures.
Poultry, alive.

Ribbons.

Sewing machines.
*Silk, manufactured.
*Silk, raw.
*Silk, Velvet.
Skeleton Sofas (as Furniture).
Slate Beds of Billiard Tables.
Spirits of Wine (as Wine and Spirits).
Sponge, Turkey, in cases.
Stucco Figures, packed, at company's risk.
Stuffed Animals and Birds, in cases (as Furniture).

Teazles.
Tin Ware, loose.
Tortoiseshell.
Turtle.

*Velvet, silk.
Ventilators.

Wines and Spirits, in jars and bottles, containing above 2 gallons, and not more than 4.
Exceeding 4 gallons 20 per cent. above 5th class.
Jars and Bottles only to be carried when protected by basket work.

* Included in the Carriers' Act.
† Pianos, Organs, and similar musical instruments to be charged as Furniture, when carried with Furniture.

APPENDIX CQ.

TO THE CHAIRMAN AND DIRECTORS OF RAILWAY COMPANIES CONNECTED WITH THE METROPOLIS.

The MEMORIAL of the undersigned Merchants, Brokers, Sugar Refiners, Wholesale Grocers, and others interested in the Commerce of London.

THE Memorialists, in addressing the Railway Boards of lines connected with this City on the subject of the Tariff of Charges, beg to represent that London is placed in a very unfavourable position in comparison with some of the outports in reference to the carriage of sugar—the facilities given by the railways leaving London not being equal to those offered to the outports by other railway companies; from which cause the trade in sugar in the metropolis has materially suffered.

The Memorialists have been led to investigate the subject by observing that the London sugar trade has been for a series of years gradually decreasing, simultaneously with an

increasing commerce in the article at the outports. The raw sugar entered for home consumption in London, which in 1860 reached upwards of 222,450 tons, fell last year to 178,600 tons, showing a decrease of 44,000 tons, whilst the quantity for Liverpool during the same period presents an increase of 28,000 tons; and by means of special rates made to Birmingham and the great centres of consumption by the northern lines, the sugar trade of Glasgow has in the same time increased 51,000 tons.

These facts are important in themselves, the cost of conveyance entering so materially into the calculations of the buyer; but when regarded with a view to the future, they become eminently worthy of attention. It is evident that the lower rate of carriage, when added to the other advantages possessed by the provinces in cheaper coal, labour and water, than the London refiner can command, are considerations which render it essential to the development of fair competion that a ton of sugar should, *ceteris paribus* be carried from London as cheaply as from Glasgow: and it is submitted that perfect equality in dealing with the scale of charges as between London and the outports is what the Memorialists are entitled to by the very policy of our railway legislation, as well as by sound principles of political economy.

It is therefore earnestly requested that,—

1st.—The Directors of the various Companies to whom this Memorial is addressed will forthwith each appoint a competent officer of their establishments respectively, to confer together in the view of equalizing the mileage rates for the conveyance of sugars, and granting an equitable reduction in favour of the London sugar trade.

2nd.—The Conference will afford the Memorialists opportunities of attending their deliberations, and more fully stating the details of their case.

Absolom, Crocker, & Co., 23, Rood Lane.
Anderson, William, & Co., 6, Mincing Lane.
Batten, James & Isaac, 125 and 126, Lower Thames Street.
Boddington & Co., 9, St. Helen's Place.
Bosanquet & Naghten, 23, Rood Lane.
Bowman, Charles & John F., 78, Leman Street.
Briebach & Mogge, 11, Denmark Street, St. George Street, E.
Broadhurst, William, & Co., 37, Mincing Lane.
Brown & Conway, White Horse Yard, Friday Street.
Bruxner, Michael Frederick, 49, Wellclose Square.
Bryant, James & Co., (late Prideaux, George, & Co.,) Church Street, Mile End New Town.
Budgett, H. H. & S., & Co., 5, Monument Yard.
Burnett, J., & Son, 14, Mincing Lane.
Carey & Browne, 36, Mincing Lane.
Cavan, Lubbock, & Co., 16, Leadenhall Street.
Chapman, John, & Son, 8, Commercial Sale Rooms.
Child, William Dimsdale, 8, Finsbury Place South.
Coles, C. & C. J., 86, Great Tower Street.
Conway, Phelps, & Hayward, 14, Mincing Lane.
Cook, James, & Co., 40, Mincing Lane.
Cooper, Thomas, & Co., 26, Lime Street.
Corrie & Co., 29, Mincing Lane.
Cottam, Mortan, & Co., 47, Lime Street.
Craven & Lucas, 12, Leman Street.
Craven, John, & Co., 3, Great Garden Street.
Cross, Edward, 1, Seething Lane.
Curteis, Whitworth, & Co., 12, Eastcheap.
Dames, C. R. & R., Rupert Street, Goodman's Fields.
Dames & Son, 2, Osborn Street, Whitechapel.
Daniel, Thomas, & Co., 4, Mincing Lane.
Davidsons' & Co., 8, Lime Street.
Davis, John & Son, 113 and 114, Leman Street.
Deffell & Bowling, 21, Mincing Lane.
Dipnall, Phare, & Co., 18, Mincing Lane.
Dobree, Samuel, & Sons, 6, Tokenhouse Yard.
Dockerill, Duchesne, & Dockerill, 97, Fenchurch Street.
Drake, John V. & Co., 24 and 26, Commercial Sale Rooms.
Duncan, Bell, & Scott, 21, Mincing Lane.
Edmunds, Furner, & Co., 62, Cannon Street.
Ellis, James Rose & Co., 150, Leadenhall Street.
Fairrie Brothers, & Co., Church Lane, Whitechapel.
Fawkes, Alfred Tritton, 80, Great Tower Street.
Fenn, Ford, 32, Botolph Lane.
Fleet Brothers, 141, Fenchurch Street.
Fry, Thomas, & Son, 75, Cannon Street.
Gadesden, Augustus William, 4, Christian Street, St. George's East, Chairman of the Sugar Refiners' Committee.
Gardner, Robert.
Gold Brothers, 4, 5, and 7, Shoreditch High Street.
Goodhart, Jacob, & Sons, 3 to 7, St. George Street East.
Goodhart, Charles Emanuel, 97 and 98, Leman Street.
Goodhart, Stephen Cloves, 76, Great Tower Street.
Grant & Kemshead, 46, Lime Street.
Hall & Boyd, Breezer's Hill, St. George Street East.
Hankey, Thomson, & Co., 7, Mincing Lane.
Hankey, William Alers, 86, Great Tower Street.
Hardcastle, John, & Co., 22, Eastcheap.
Harrison, John, 5, Dock Street, Upper East Smithfield.
Hawthorn & Shedden, 5, Lime Street Square.
Hawthorn & Watson, 5, Lime Street Square.
Hazzledine, Ayers, & Aubrey, 96, Houndsditch.
Henderson & Constable, 40, Cannon Street.
Henderson, Robert & John, 7, Mincing Lane.
Hicks, Thomas & Francis, 11, Little Alie Street, Goodman's Fields.
Hodge, Sydney Bryant, 17, Fieldgate Street.
Kemble, Trower, & Martin, 10, Mincing Lane.
Kilby, Thomas, & Co., 132, Fenchurch Street.
Kingston, John, & Co., 6, Crosby Square.
Kirkpatrick & Balguy, 27, Great Alie Street.
Kuck, Peter, 3, Christian Street, St. George's East.
Layton & Co., 17, Mincing Lane.
Liggins & Co., 37, Mincing Lane.
Lockett & Sherman, 87, Great Tower Street.
Lord, Stovell, & Co., 38, Mincing Lane.
Luckie, Edward, 4, Laurence Pountney Place.
Macgregor, Mildred, & Co., 27, Mincing Lane.
Maitland, Ewing, & Co., 21, Birchin Lane.
Martineau, David, & Sons, 6, Christian Street.
Martineau, Peter, & Son, Goulston Street, Whitechapel.
Mayo & Man, 7, Mincing Lane.
Muhm, F. F., & Muller, 2, Gower's Walk.
Neilson, Claud, & Sons, 12, Great St. Helen's.
Newsam, John Fowler, 5, Idol Lane.
Paines & Young, 22, Mincing Lane.
Parker, Frederick, 12, Denmark Street.
Patry & Pasteur, 38, Mincing Lane.
Phillips, Thomas, & Son, 12, Arthur Street West.
Porter, Schlusser, & Co., 9, Mincing Lane.
Preston, John Cook, 71, Great Tower Street.
Price, Gifford, & Co., 17, Mincing Lane.
Renny, Anderson, & Co., 37, Mincing Lane.
Rolls & Lucock, 9, Mincing Lane.
Rucker, J. A., & Bencraft, 37, Mincing Lane.
Rucker, Sigismund & Co., 12, Great Tower Street.
Scott, Simpson, and Wallis, 73, Great Tower Street.
Shotton & Bouts, 91, Great Tower Street.
Simkin & Buck, 88, Leadenhall Street.
Smith, James, Bogle, & Co., 9, Tokenhouse Yard.
Startin, George, & Co., 150, Fenchurch Street.
Taylor & Whalley, 88, Great Tower Street.
Taylor, Werner Hocke, 7, Mincing Lane.
Teede & Bishop, 11, College Hill.
Tennant, Charles, Sons, & Co., 9, Mincing Lane.
Thompson, William, James, & Henry, 38, Mincing Lane.
Trueman & Rouse, 130, Fenchurch Street.

Wagener, John, 27, Wellclose Square.
Wainwright & Gadesden, 4, Christian Street, St. George's East.
Westmorland & Stewart, 21, Mincing Lane.
Whiting, Noel, 14, Mincing Lane.
Wohlgemuth, Conrad, 59, Church Lane, Whitechapel.
Woodhouse, J. C. & M., 30, Mincing Lane.

MEMORIAL of the COMMITTEE of SUGAR REFINERS and WHOLESALE GROCERS of LONDON on the RAILWAY TARIFF of CHARGES for the CONVEYANCE of SUGAR, and other Papers connected therewith.

ALTHOUGH the Memoralists, in their general character as merchants and traders, have a deep interest in the whole economy of the railway transit of the United Kingdom, and are materially affected by any obstructions presented by railway management to the free distribution of commodities, they desire at this time to confine their strictures upon the subject of goods traffic, entirely to that branch of commerce which concerns the trade in sugar.

London, as the seat of government, and of a population that may be regarded as almost a nation in itself—the place to which a very large proportion of the whole income of this kingdom is drawn—and the centre of the trade, the shipping, and the financial operations of the world, enjoys advantages for the pursuit of commerce peculiar to itself. It is not only the largest market in reference to consumption, but also in the power of purchase. Both foreign and home vendors of every description of commodity know that in London they can command an immediate sale upon which they cannot rely elsewhere. Shippers and supercargoes naturally turn a preferential attention to a port where they are always certain of customers at a price. To such a mart the trade in an article of such universal consumption, and applicable to such a variety of uses, as sugar, should be especially attracted. An extensive foreign demand is incident to the very fact that London is by far the largest shipping port and market for money in the world. If the different classes in this city concerned in promoting the trade in sugar could only understand their own interests and co-operate with each other in their common and mutual advantage, London should entirely outstrip provincial competition in reference to this commodity.

A new feature has of recent years characterized this department of enterprise. Raw sugar has rapidly given place to refined in domestic use. A comparatively insignificant proportion of the whole supply passes into consumption in an unmanufactured condition. The tastes and habits of society have combined with other causes to supersede in a great measure the consumption of the article in its raw state—and, to meet the wants of the public, the processes of conversion have become very largely extended.

Yet, with all these means and appliances for the promotion of an extended business, and in the face of the fact that the general commerce of London is in progressive development, it is very certain that the *trade in sugar in the metropolis has steadily decreased*, in strict coincidence with a proportionate advance in the demand for the commodity in the provinces. While the quantity entered for home consumption in London in 1860 reached 222,400 tons, it fell last year to 178,600, equal to a progressive decrement of 44,000 tons. The quantity entered for Glasgow has advanced in the same period 51,000 tons, and for Liverpool 28,000, presenting a contemporaneous increase of 79,000 tons. The London consumer is served with at least as good an article, and certainly at as low a price, as the provincial buyer can command. Yet one refinery after another has been closed in London, simultaneously with the opening up of new establishments at the outports. It is in the competition for the custom of neutral markets that the London refiner finds he is losing ground; and after a careful analysis of the whole incidence of the trade, the Memorialists are persuaded that the *result is attributable to the preferential traffic rates of carriage given by the northern lines of railway to the refiners at Liverpool and Glasgow*, as contrasted with the exorbitant rates charged by the traffic managers of the lines radiating from London. Had the trade at the outports suffered in sympathy with that of London—had it only maintained its normal condition while that of the metropolis retrograded, the Memorialists might have looked to other causes to account for the decline; but where it is obvious that the business done in the north increases even in a greater ratio than the decrement in the metropolis, the result must be attributable to the sympathy of a mutual relation common to both. From a tabulated statement of such returns as the Memorialists could procure, they extract the figures which follow:—

RATES OF CARRIAGE for Cask Sugar between the undermentioned Places—

From	Distance.	Rate per ton per mile.	Rate per ton per 100 miles. £	s.	d.
Glasgow to Birmingham	302	1*d.*	0	8	3
Bristol to Birmingham	92	1 6-10ths.	0	13	3
Liverpool to Birmingham	98	2 2-10ths.	0	18	0
London to Birmingham	113	2 3-10ths.	0	19	2
Glasgow to Dudley	286	1	8	8	9
Bristol to Dudley	94	2	0	16	10
Liverpool to Dudley	97	2	0	16	4
London to Dudley	121	2 3-10ths.	0	19	3
Glasgow to Worcester	292	1 2-10ths.	0	10	3
Bristol to Worcester	66	1 8-10ths.	0	15	2
Liverpool to Worcester	100	2	0	16	8
London to Worcester	115	2 4-10ths.	1	0	3
Glasgow to Derby	310	1 4-10ths.	0	12	1
Bristol to Derby	136½	1 8-10ths.	0	15	3
Liverpool to Derby	92	2 5-10ths.	1	0	10
London to Derby	127	2 2-10ths.	0	18	4

From	Distance.	Rate per ton per mile.	Rate per ton per 100 miles. £	s.	d.
Glasgow to Gloucester	400	0 7-10ths.	0	6	1
Bristol to Gloucester	37½	2 2-10ths.	0	18	10
Liverpool to Gloucester	147	1 3-10ths.	0	10	10
London to Gloucester	114	2 1-10th.	0	17	6
Glasgow to Nottingham	298	1 3-10ths.	0	10	10
Bristol to Nottingham	152	1 7-10ths.	0	14	6
Liverpool to Nottingham	101	2 4-10ths.	1	0	2
London to Nottingham	125	2 4-10ths.	1	0	0
Glasgow to Oxford	413	1 1-10th.	0	8	10
Bristol to Oxford	65	3 1-10th.	1	5	7
Liverpool to Oxford	201	1 6-10ths.	0	13	2
London to Oxford	63	3 2-10ths.	1	6	5
Glasgow to Manchester	233	0 8-10ths.	0	7	2
Bristol to Manchester	178	1 5-10ths.	0	12	6
Liverpool to Manchester	35	3	1	5	6
London to Manchester	186	1 7-10ths.	0	14	7

The Memorialists are perfectly aware that unless they can make the redress of their grievances compatible with the promotion of the interests of the railway proprietors, to whom they make this appeal, they are merely wasting the time of all parties. It is therefore to this consideration that they would chiefly confine what more they have to say on the subject.

Coal is an article which enters largely into the manufacture of sugar. The distance from Glasgow and Liverpool to the coal-fields is short, and in that respect the custom of the refiners of those ports is not very profitable to the railways in the shape of carriage. The farther coal has to be carried, the more lucrative must be the process of manufacture to the railway interest. If the coal which costs 6*s.* per ton to the Glasgow refiner is charged 16*s.* or 17*s.* to his metropolitan competitor, the difference must represent the profit of each respectively to the carrier. It is obviously greatly to the interest of the railways to encourage the manufacture at the greatest remunerative distance from the seat of the coal supply. It is equally to their advantage to sustain the London refiner in his competition for the custom of distant markets. The farther the sugar has to be sent from London, the greater must be the traffic secured to the Metropolitan railways. In the keen struggle for business, and the precision to which the calculations of the retail dealers are now reduced, the mere "turn of the market" makes the whole difference between a large as well as progressive trade, and no trade at all. A liberal reduction in the charge for carriage may open many refineries that have been closed, and encourage the erection of many more. London ought to be the cheapest market from the very fact of its being the largest—and to the cheapest will be attracted not only the most extensive demand for all the heavy materials that enter into the manufacture of the article, but the greatest number of traders—railway travellers—from all parts to the common market—the distribution of whose purchases will form another source of increased goods traffic to the London lines.

The district of the metropolis produces none of the elements of which the manufacture of sugar is composed. Every requisite of the refinery must be brought from a distance; and when the process of conversion has been completed, the area of distribution extends over the whole kingdom. The consumption of the article is limited practically only by the price; the slightest fractional increase or reduction is instantly felt by a market peculiarly responsive to the oscillations in the cost. It is not too much to say that, could the charge on the carriage of sugar be materially reduced, not only would the decreasing delivery of 44,000 tons be arrested in its declining course, but a considerable increase of the traffic would immediately take place, and by proper arrangements on the part of the railway boards, London might again take the position it formerly held as the best and cheapest market in the kingdom. That any of that traffic should be water-borne is a reproach to the management of the railways, in reference to an article which the distributers would always prefer to convey by rail if the tariffs of the companies would reasonably admit of it. The alteration in the sugar duties adopted by Mr. Gladstone in 1864 has materially stimulated the import of foreign refined sugars by sea direct to Hull and other outports, and greatly superseded railway traffic, both in the conveyance of the elements of the refining process, and of the manufactured article; so that any unreasonable treatment of the London dealers which would drive them to have recourse to water-carriage, by which the shipping trade is even now extending its connexion with lines from the coast to the interior, might lose to the metropolitan lines a valuable traffic, which, once established in other districts, might prove wholly irrecoverable.

The difficulties with which the Memorialists have to contend in sustaining a competition in neutral markets with the outports are not the less real that they are local and natural. Labour, water, fuel, are all dearer on the Thames than on the Clyde and the Mersey; and the elements of the manufacture are therefore more expensive. Against these disadvantages the Memoralists are willing to bear up, and, as they believe, able to contend; but as it is the last straw that breaks the camel's back, so the Memoralists find themselves overweighted, when, in addition to these formidable drawbacks, they have further to struggle against differential traffic rates in favour of those competitors who are already armed for the contest with superior local and natural facilities. The scope and spirit of the policy of Parliament in reference to railways have assumed that these institutions are legalized in the public interest; that their proprietors shall not be suffered to abuse their great powers to the effect of interfering with the natural laws which regulate commerce, and the ordinary course and operations of trade; and that all subjects of the Crown shall be dealt with on the same conditions, under equal circumstances. Without such precautionary stipulations it is obvious that those who have practically a monopoly of the carrying trade, by exclusive powers of railway construction conferred by statute, could really dictate the locality and conditions of business throughout the country.

Whilst the Memorialists seek no peculiar immunities for their own special interest, they ask at least equal rates and a liberal spirit of co-operation on the part of the railway companies in the pursuit of a branch of trade in the success of which they are mutually interested. They desire but that these companies shall assist in that which is a common interest to both, and in an undertaking which is virtually joint adventure. With an increasing trade, the Memorialists would add to the profits of conveyance; by moderating and equalizing the charges of conveyance, the railways permit the sugar importers, refiners, and dealers to extend their trade—while by exacting from the Memorialists larger freight charges for equal distances than prevail elsewhere, the railway companies put it out of the power of the Memorialists to sustain the competition with districts at once more highly favoured by natural position and by artificial advantages in the way of preferential freight rates. The districts northwards enjoy these advantages just in the ratio in which they cease to contribute to the revenue of railways,—the manufacturers going to the fuel in place of employing the railways to bring the fuel and others materials of manufacture to them. That sugar should be carried per ton per mile from London as cheaply as from Glasgow is what the Memorialists are entitled to claim by the avowed policy of railway legislation, as well as by sound principles of political economy. They ask no more than this, and they very confidently contend that they ought not to rest satisfied with less. While opinions may vary and even differ as to the causes for the depression of the London sugar trade, there is no difference whatever of opinion among wholesale dealers that a reasonable reduction of traffic rates would provide an efficient remedy, and create a complete revival. A reasonable reduction upon the carriage would afford a sensible relief to the suffering interests of the Memoralists—who now appeal with confidence to the directors of the metropolitan lines to co-operate with their constituents in sustaining a competition in which their profits are identified with the lucrative promotion of railway traffic.

Thos. Hicks.
David Martineau.
George Startin.
Archibald Travers.
Sidney Smith, *Secretary*.

London, May 1865.
4, Charlotte Row,
Mansion House.

31, Bush Lane, Cannon Street,
London, October 31, 1865.

Sir,

I am instructed by the Committee of sugar refiners and wholesale grocers of London to subjoin for your information copies of a letter from the Great Western Railway Company on the subject of their tariff of rates for the carriage of sugar, and of their answer.

I am further to state, as the Committee are given to understand the chief lines from London act in this matter in concert, and have arrived at a decision as to their course virtually for the same reasons, that the Committee take the liberty to request, you will regard their answer, in so far as it is applicable to the circumstances of your position, as being also addressed to you, and formally to repeat the proposals made to you in their original memorial.

I remain, &c.
(Signed) Sidney Smith,
Secretary.

Great Western Railway,
General Manager's Office, Paddington Station,
London, September 28, 1865.

Sir,

Since the receipt of your circular on the subject of the tariff of charges for the conveyance of sugar, and enclosing a memorial from the sugar refiners, brokers, &c. of London, I have been making inquiries with reference to the rates charged for the same descriptions of traffic sent from the other ports.

A great many of the statements contained in the circular and the memorial, which are put forth as facts, are incorrect, because they are based on incorrect data; the rates on which the calculations are based having been divided on an erroneous basis without reference to the extra cost of cartage in London as compared with that at the other places.

The matter has been very fully gone into, and it has been shown conclusively that the London rates are perfectly fair as compared with those in force from Bristol, Hull, Glasgow, &c., and in course of the inquiry it was elicited that the decrease in the London manufacture was not attributable to any inequality in the rates, but to the superior article supplied, the increased credit given, and the greater facilities afforded at the other ports as compared with London.

Under these circumstances, therefore, I beg to state that, as far as this company is concerned, we are unable to comply with your request.

I am, &c.
(Signed) J. Grierson,
pro. A. Beasley.

Sidney Smith, Esq.,
4, Charlotte Row, Mansion House.

31, Bush Lane, Cannon Street,
London, October 31, 1865.

Sir,

I am instructed by the Committee of sugar refiners and wholesale grocers of London to acknowledge receipt of your letter of 28th ultimo in reference to railway charges on the carriage of sugars, the answer to which has been delayed until the Memorialists had an opportunity of fully considering it in conjunction with the replies of other companies.

The Committee desire me to express a well-founded dissatisfaction that the railway companies should have come to a decision on the subject of their memorial without adverting to its second and concluding request, that the Conference would afford the Memorialists opportunities of attending their deliberations, and more fully stating the details of their case. Representing an important commercial interest, and an extensive body of customers to your traffic, they were entitled to expect that, as men of business, you would have seen it to be your interest as well as your duty to meet face to face those who form a not unimportant body of that public upon whose enterprise you must depend for your dividends, to confer upon concerns which are in the strictest sense mutual, and in which you and they stand in the purely mercantile relation of buyer and seller. The Memorialists have the greater reason to

complain of this course because you have disputed their statements, in point of fact, without affording them an opportunity of testing their correctness in verbal discussion. The only instance of inaccuracy you particularize is the allegation that the memorialists have calculated the rates of carriage "without reference to the extra cost of cartage in London," and on that point they have to state, that on one of their number, Mr. George Startin, of Fenchurch Street, proposing to the manager of the London and North-western Railway Company, who acts in this matter in concert with yours, to find his own cartage on being allowed a deduction from the whole charge for conveyance, of the extra cost of collection; he was informed that extra cost for cartage was so small that no allowance could be made on that account, and the Memorialists have reason to believe that the arrangements made with the carriers for the companies have in view the provisions of the Act of Parliament for compelling railways to charge all persons alike under similar circumstances, by mixing up and thereby confounding the question of cartage with that of the tariff of rates for carriage on the line.

The tariff which came into operation on the 1st ultimo, can be said not to be an alteration for the mere sake of change only because the memorialists can see scarcely any appreciable difference between the new scale and that which it supersedes.

You are pleased to express the opinion that the depression in the London sugar trade is not to be attributed to railway rates, but, as is alleged, to the better description of sugar produced in Scotland against that produced in London, and the lower price and more liberal terms of credit and discount allowed on Scotch refined sugar. The expression of that opinion involves the admission that the London sugar trade *is* depressed; it also, by evading entirely, admits by implication the charge against your system, preferred by the Memorialists, that it deals out one measure to Scotland and a much harder one to London, and it tacitly concedes that the prosperity of the Scotch sugar trade results from the article being supplied to the purchaser on cheaper terms than he can realize by dealing with the metropolis. It is quite clear that it can make no difference to his inducements in the selection of a market whether his saving is in discount or in carriage. The Memorialists do not admit that they either supply an inferior article or trade on less liberal terms than their competitors. If they do, they are perfectly prepared to suffer the consequences of all self-imposed disadvantages, and to accommodate their terms to the requisitions of their business. But whether they do or not is entirely beside the question they have raised. They complain that your charge per mile for carriage is higher from London than from Scotland. You do not answer that charge, and the Memorialists maintain that your treatment is a violation of the general policy enforced by Parliament in reference to railway traffic, and involves the assertion of a principle which, if carried out, would place it in the power of the railway interest to dictate the whole course of the commerce of the country.

All that the Memorialists contend for is, "that a ton of "sugar should *cæteris paribus* be carried from London as "cheaply as from Glasgow, and for perfect equality in "dealing with the scale of charges as between London and "the outports." They do not request this concession as a favour, but demand it as a right. They applied to yourselves in the first instance to do them justice. In the hope that you may yet consider it consistent not only with your duty but your interest, to comply with a solicitation so obviously founded on fairness and sound policy, they now beg leave formally to repeat the proposals embodied in their memorial, and they have only to conclude with the expression of a hope that they may not be driven to an appeal to the Royal Commission to redress a grievance which your own good sense ought to meet by a reasonable and timely concession.

(By order.)
I remain, &c.
(Signed) Sidney Smith,
Secretary.

A. B. Beasley, Esq.
General Manager,
Great Western Railway, Paddington.

To the Chairman and Members of Committee of Railway Companies on the Tariff of Rates for conveyance of Sugar.

Gentlemen,

The London Committee of Sugar Refiners and Wholesale Grocers, whom you favoured with a conference on the 12th December last, retired from that meeting under the impression that you would, after privately consulting together, oblige them with the communication of your determination on the subject of a modification of your current tariff. I am to express the hope that their anticipation in this respect will in due time be verified, and, in the meantime, they beg leave to submit the following suggestions for your candid consideration.

You cannot, I think, expect my constituents to acquiesce in the doctrine which seemed to be implied in your argument, that you could not listen to any requisition based upon the principle of a mileage rate. The idea that the limit to your exactions is not that of cost and of a reasonable profit on the actual service performed, but simply that of the ability of your customers to pay, is a proposition to which they must entirely demur. They do not regulate the price of their sugar by the income of the purchaser. They do not think of contending that, as the cost of the carriage of their sugar to Croydon or Staines will be less than to Derby, therefore they should be entitled to add the saving thereby effected by the buyer to the price to be charged by the producer, nor do they charge more to the retailer or confectioner who makes a profit out of the distribution or manufacture of the commodity than to the private consumer. The postulate that you are justified in exacting as much for carriage from London to Birmingham as from Glasgow to Birmingham, because the whole cost of the article when delivered is not more in the one case than in the other, proves too much. It implies that you would be warranted in charging as much for five miles as for 500, and it would perfectly justify the Glasgow produce in arguing, by parity of reason, that you should carry his goods 500 miles as cheaply as you carry those of the London refiner 50, because they both pay the same price for the raw material, and both purchase in the same market, while he can get no more from the Birmingham consumer to make up for the greater distance. The notion that public carriers or ordinary traders are to regulate their prices, not by their own costs of production and profit, but by the circumstances of their customers, is a novelty in economical science, in the soundness of which the Memorialists can by no means acquiesce. They do not regulate their bargains by any consideration of the profits of the respective purchasers. They sell as cheaply to the retailer, who buys much, does a ready money business, gets quick returns, and retails in a great thoroughfare, as to the smallest dealer with the slowest trade. If the Memorialists are nearer Birmingham than their Glasgow competitors, they are very much farther removed from coal fields, from cheap water, from low-priced labour, and, probably, from cheap money. To regulate your tariff by the circumstances of your various customers is really to assume the power of confiscating their respective natural advantages. It is to tell them that you, not they, are to reap the profits, either of their superior skill, their greater capital, or their better local position. In fact, it is to proclaim the principle that railways, the statutory highways of the country, deriving their powers entirely from considerations of public policy, bound by the legislation applied to them to treat all subjects under similar circumstances alike, are to be entitled to look into every merchant's profits, to make one man pay for the disadvantages under which another labours, to say where business shall be fostered and where it shall be discouraged; in fact, to regulate the trade of the nation, not by its own exigencies, but in subserviency entirely to railway competition and dividends, or to the traffic arrangements by which the advantages of competition have been lost to the public.

The Memorialists must take leave to deny that railway companies are to be placed in the same economical category as other traders. "Any man," observes the Committee of London Merchants on Railway Goods Traffic, in their report of 1850, "may place their own boat on a canal, his own "vehicle on a road, or his own ship or steamer on a navigable river, choosing his own time, loading and unloading "at his own pleasure, regulating his load or his classification of goods as his interest or convenience prompts him. "The fullest and freest competition is open to all. If the "public are dissatisfied with the punctuality, the carefulness, the charges of one carrier, lighterman, or shipowner, "it is open to them to employ another and to choose one "line of road, river, or canal, to arrive at a common destination in place of another. But railway companies have "acquired the exclusive privilege of the carriage on their "lines, the rapidity of locomotion attained by the railways "induces an universal preference by passengers for that "method of conveyance, and as goods without passengers "will not support any other medium of transit, roads cease "to be kept up, steam boats stop plying, barges and "lighters fail to maintain the struggle against their powerful adversary, and at last the public are left without any "other means of transit than railways, and become gradually the subject of an unavoidable monopoly." The Railway Commissioners, in their Report of 1848, pages 50, 51, and 52, justify the interference of the Legislature with

the management of railways or the express ground, "that "they form an exception to the rule of ordinary commer- "cial enterprise, that in coming to Parliament for exclusive "powers, they give Parliament the right of stipulating the "conditions on which such powers shall be cancelled, and "that, as it has been found that the original supposition "that a railway might be the property of one company, "and the traffic on it might be carried on by other com- "panies or by private individuals is wholly impracticable, "the principle of competition is not applicable to such an "undertaking." The House of Commons, in its own report of 1846, observes that "in return for their monopoly "companies ought to submit to an efficient system of "control with a view to the security of the public against "extravagant fares and charges and the adoption of uni- "formity on the different lines in the scales and in the "mode of charging." The Memorialists need scarcely add that both by private and the general Railway Acts, the companies are bound to uniformity in their rates of charge. Chief Justice Wilde observed, in determining this very point, "By law, they (the companies) have no right to "charge any person more than the ordinary and usual "rate." They must charge all alike; they cannot say to one trader, "I shall charge you one farthing," and to the next "one penny." That would interfere with and contract trade in a strong degree, and would enable one man to undersell another. Therefore, the Legislature has said, "you are in a situation by which you excite competition, "and you shall charge all the public equally for the same duty."

It is very clear that the unequal treatment to which the Memorialists have been subjected, and the line of observation adopted by your board meeting at the conference are utterly ignored by the authorities above cited and by the rudimentary principles of political economy. It cannot fail also to occur equally to the Memorialists and to your board as a striking verification of the preceding quotations from the most eminent mercantile, judicial, and parliamentary authorities, that in place of free trade and healthy competition being the result of leaving railways to the management of private enterprise, the very conference which has been the occasion of this representation is really a combination of railway companies to agree upon a common course of action to secure themselves against mutual rivalry in favour of the public. The Memorialists, however, not representing the general interest of commerce, and having presented their case as that only of a class of merchants who are desirous to confine themselves to the particular merits of their own concerns and to arrive at some practical conclusion in reference to their special grievance rather than to discuss the general question.

Referring to their former statement, the Memorialists will shortly add the few following considerations:—

1st. The charge for collection and delivery fixed at the railway clearing house for 1865 is for London 8*s.* 6*d.*, and for the country towns 4*s.* 6*d.* per ton.

2nd. While the deliveries of sugar for London amount to one-third of that for the whole kingdom, an increase of the trade in refined sugar of 200,000 tons has only yielded 20,000 tons or one-tenth, as the share of the general progress enjoyed by the metropolis.

3rd. The carriage per ton per 100 miles from the Clyde, to eight leading English towns is 9*s.* 2*d.* from Bristol, 16*s.* 5*d.*; from Liverpool, 7*s.* 8*d.*, and from London 19*s.* 5*d.*, or 111 per cent. above the Glasgow rate.

The operation of this is very palpable in the relative position of the sugar trade on the Thames and on the Clyde. While for the year 1864 the stock in London amounted to - - - 110,214 tons
Landings - - - - 227,932 „
Duty paid for home use - - 180,444 „

518,590 „

And in Glasgow to stocks - 24,306
Landings - - - 129,075
Home use - - 127,275

280,656 „

Difference 237,934 „

For 1865, the quantities
in London were - 505,364
In Glasgow - - 309,324

196,040 „

41,894 „

Reducing to the prejudice of the Thames the difference between the trade of the two ports by tons in a single year.

4th. The inequalities of charge from the same town are quite as unaccountable. From Liverpool to Glos'ter the charge is 10*s.* 10*d.*, to Dudley 16*s.* 4*d.*, to Derby 20*s.* 10*d.*; the difference in mean distance being just five miles and a half.

5th. The falling off in the deliveries from London has been most felt in those towns where the railway charges have been the most unequal, to the prejudice of the metropolis, while in those districts where the freight from London has not been unduly raised above that from the outports, the metropolis still fairly holds its ground.

In compliance with the invitation of the conference, the Memorialists beg leave to say that the districts in reference to which they were, urgently stand in need of relief from the inequalities of the present tariff, are the Midland, Staffordshire, and Yorkshire, and that especially they solicit a material reduction in the charges to Birmingham, Dudley, Nottingham, and Derby.

The Memorialists would venture to enter their protest against the excess of charge for collection and delivery to which London is subjected in comparison to the outports, to advert to the growing competition of the continental refineries encouraged by large Government bounties, and to the fact illustrative of the argument based on the difference between the mileage rate and the gross charge that the cost of manufacture and distribution in London is much greater than it is or need be at the northern outports.

In conclusion the Memorialists would add that their chief reason for founding their calculations upon mileage rate was this, that they maintain the proposition is entirely inexpugnable, that the cost of the railway company per mile of carriage from Glasgow is the measure of the cost per mile to the company from London. That if a railway can realize a fair profit upon conveying sugar from Glasgow to Birmingham at one penny per ton per mile, which is not denied, it can perfectly well afford, with its heavy additional charge of cent. per cent. for collection, to carry sugar from London at the same rate, and that the excess of 125 per cent. in the rate from London is wholly without reasonable excuse.

I remain, &c.
(By order)
(Signed) SIDNEY SMITH, Secretary.

31. Bush Lane, Cannon Street,
London, February 1866.

APPENDIX CR.

LETTER from the BOARD OF TRADE on the subject of TERMINAL CHARGES.

SIR, Whitehall, 25th May 1866.

THE Lords of the Committee of Privy Council for Trade direct me to request that you will lay before the Royal Commission on Railways the following reply to your letters of the 11th and the 23rd instant, on the subject of *Terminal Charges*.

In your letter of the 11th you observe that in many of the later Acts of Parliament for railways a proviso has been introduced into the toll clause having reference to what are generally denominated *terminal charges*, and the Board of Trade are asked to give to the Commission information in regard to the introduction of that proviso into railway Acts, and as to any other proceedings that may have taken place in reference to legislation on the subject generally.

Your letter is accompanied by an extract from clause 39 of the Special Act 24 & 25 Vict. c. cxcix. (1861) which is in the following terms, viz.:—"And with respect to the convey- "ance of horses, cattle, carriages, and goods, the maximum "rates of charges to be made by the company, including "the tolls for the use of the railway, and waggons or trucks, "and locomotive power, and every expense incidental to "such conveyance, *except a reasonable sum for loading, "covering, and unloading of goods at any terminal station "of such goods, and for delivery and collection and any other*

"*services incidental to the business or duty of a carrier where* "*such services or any of them are or is performed by the* "*company*, shall not exceed the following sums;" and the excepting part of that clause was underlined as being the proviso to which you allude in your letter.

In your letter of the 23rd instant it is asked that the inquiry may include the subject of legislation as to specifying the terminal charges in accounts delivered by the company, and reference is made to the following words in clause 76 of the Act 22 & 23 Vict. c. cx.:—

"Distinguishing how much of such charge is for loading and unloading, covering, collection, delivery, and for other expenses, but without particularizing the separate items of which the last-mentioned portion of the charge may consist."

The excepting proviso referred to in your letter of the 11th appears to have become settled in its present form in the session of 1861. Railway legislation (if it may be so called) on this subject may be traced through various changes prior to the adoption of that form.

In the Act for making a railway or tramroad from Liverpool to Manchester (7 George 4. c. xlix.) (1826) is a clause (s. 138) limiting the rates which the company may charge for "carriage and conveyance" of goods, &c., including the rates to be charged as tolls, which is followed by a proviso (s. 139) to the effect that in all cases where anything shall be carried for so short a distance that the authorized rate for carriage shall not amount to 2*s.* per ton the company may demand 2*s.* per ton.

Similar provisions (though differing in the amount of the "short distance" charge) are contained in various railway or tramroad Acts down to the year 1833.

In the Act for making the "Grand Junction Railway," 3 Will. 4. c. xxxiv. (1833) the company were authorized (s. 154) to demand certain limited rates or tolls "for the "tonnage of all articles, matters, and things which shall be "carried or conveyed upon or along the said railway, or any "part thereof;" and further (s. 156) to make for carriage and conveyance by the company "such *reasonable* charges "as they may from time to time determine upon, in addition "to the several tonnages and tolls herein-before authorized "to be charged and received." Those clauses being followed by a proviso (s. 160) that—

"In all cases where any of the above-mentioned articles, matters, persons, or things shall be carried or conveyed by the said company or any other person on the said railway for a less distance than six miles the said company are hereby empowered to demand and receive the afore-mentioned rates or tolls for six miles, together with a reasonable charge for the expense of loading and unloading the same in cases where loading and unloading shall be done by the company."

Similar provisions limiting the rates of toll for the use of the railway, and authorizing any "*reasonable* charges" for *carriage by the company*, with a six or four miles "short distance" clause, appear to have been adopted in the several railway Acts down to the session of 1841.

In that session the Acts not only limited the tolls for the use of the railway, but also limited the charges which the company might make for supplying carriages and locomotive power. About the same time the "short distance" clause took the following form, viz.:—

"For articles and persons conveyed a less distance than (six) miles, the company may demand in addition to the tolls and charges a reasonable charge for the expense of stopping, loading, and unloading."

Down to the year 1846 the special Acts continued for the most part to limit *separately* the tolls for the use of the railway and the charges for the supply of carriages and of locomotive power, but it had not been the practice of Parliament to fix the maximum rate of single charge which might be made for all those matters; and the right to make "terminal charges" seems to have been recognized in the case only of articles and persons conveyed for short distances.

The Select Committee of the House of Commons on the Railway Bills of the Session of 1846, by the 27th resolution in their Second Report (dated 10th February 1846), recommended that—

"The committee on every railway Bill shall fix the tolls and shall determine the maximum rates of charge for the conveyance of passengers with a due amount of luggage and of goods on such railway, and such rates of charge shall include the tolls and the cost of locomotive power, and every other expense connected with the conveyance of passengers with a due amount of luggage and of goods upon such railway; but if the committee shall not deem it expedient to determine such maximum rates of charge, a special report, explanatory of the grounds of their omitting so to do, shall be made to the House, which special report shall accompany the report of the Bill."

On the 2nd April 1846 the House of Commons passed a resolution in those terms, which has ever since been a standing order of that House. It is No. 156 in the present series.

Nevertheless, in the first Act of the session of 1846, which fixed the charges for a railway (9 Vict. c. lii., R. A. 18th June 1846), the clause which fixed the maximum charges was in the following terms:—

"It shall not be lawful for the company to charge in respect of the several articles, matters, and things, and of the several descriptions of animals herein-after mentioned, conveyed on the railway, any greater sum including the charges for the use of carriages, waggons, or trucks, and for locomotive power, and all other charges incident to such conveyance (*except a reasonable charge for the expense of loading and unloading when such service is performed by the company*) than the several sums herein-after mentioned," &c.

Some exception of that kind seems to have been generally but not universally inserted in the clause fixing the maximum charges in subsequent Acts down to 1859.

In some Acts the exceptions took the form—

"A reasonable sum for the loading, unloading, and covering, and for delivery and collection of goods, and other services incidental to the business of a carrier, and a further reasonable sum for warehousing and wharfage, and for any other extraordinary services which may be reasonably and properly performed by the company" (*e.g.* 16 & 17 Vict. c. xcix. s. 52).

Some Acts contained, in addition, a "short distance" clause in the following terms, viz.:—

"For articles or persons conveyed on the railway for a less distance than (six) miles the company may demand, in addition to the prescribed tolls for conveyance, a reasonable charge for the expense of stopping, loading, and unloading" (*e.g.* 9 & 10 Vict. c. lxxxvii. s. 30).

The variations in the form of the exceptions admitted into the clause fixing the maximum rates of charge perhaps resulted not so much from deliberation on the part of the select committees to whom the Bills were referred as from different degrees of skill in the agents of the promoters of the Bills.

The Board of Trade in their general report on the railway and canal Bills of the first session of 1859 made the following observations on the subject of "tolls":—

"In the following Bills (enumerating 22 by name) the clause limiting the maximum rates of charge for the conveyance of goods by the company along the railway will be found to contain an exception authorizing an undefined extra charge for certain matters, which appear to be so closely connected with the conveyance of the goods upon the railway as to render it doubtful whether the clause can be considered to satisfy the requirements of the 132nd standing order of the House of Commons."

"The following is a form of the clause which is here referred to, viz.: 'The maximum rates of charges to be 'made by the company for the conveyance of goods upon 'the railway, including the tolls for the use of the railway 'and waggons or trucks, and locomotive power, and every 'expense incidental to such conveyance, except a reasonable 'sum for delivery and collection, and any other services in-'cidental to the business or duty of a carrier, when such 'services, or any of them, are or is performed by the 'company, and for the use of sidings and stations, shall not 'exceed the following sums,'" &c.

"It is to be observed, that in this form of the clause the extra charge is authorized as an exception from the maximum rates of charge for the conveyance of goods upon the railway. But so far as the 'delivery and collection, 'and other services incidental to the business of a carrier,' are performed by the company on their railway or at their stations, they would appear to be matters the charge for which is within the meaning of the words 'every other 'expense connected with the conveyance of goods upon 'such railway,' as used in the 132nd standing order, and to be therefore not properly separable from the maximum rates of charge for conveyance upon the railway which are to be fixed in pursuance of that standing order.

"If, however, the 'delivery and collection and other 'services' are intended to have reference to carrying to be performed by the company, *to and from*, but not *upon* their railway, it would seem to be desirable that the power to make an extra charge in respect of these matters should, if allowed, be given in a more definite manner than by way of exception to the charge for conveyance upon the railway, a in the above-mentioned form of the clause.

"The importance of marking the distinction between collection, delivery, and other services at the railway (including stations), and collection, delivery, and other services at other places, is shown by a case determined in the Court of Common Pleas on the 15th November 1858 (Baxendale *v.* Great Western Railway Company, 4 Jurist, N.S., 1279), in which a railway company sought, but failed, to justify an

uniform gross charge for goods which they had, and for goods which they had not, carried between the railway and other places.

"An extra charge for the use of 'sidings and stations' is not usually authorized, the charge for places for the receipt and delivery of goods, with the use of which the parties interested in the goods cannot dispense, and without which the company could not carry on their business of carriers, being usually included in the general charge for carriage fixed by railway Acts."

These observations were repeated in the General Report of the Board of Trade on the Railway and Canal Bills of 1860.

Very few railway Acts of the session of 1860 (if any) contain any exception to the charges which are to be included in the authorized maximum rates of charge.

In some Acts of that session which contain no such exception, the clause limiting the maximum rates of charge is followed by a proviso authorizing the company to demand "a further reasonable sum for collection and delivery of "goods and other services incidental to the business of a "carrier, where such collection, delivery, and services respec- "tively shall be performed by the company *elsewhere than* "*within the premises of the company*" (*e. g.* 23 & 24 Vict. c. xc. s. 44.)

The Board of Trade, in their General Report on the Railway and Canal Bills of the Session of 1861, repeated the above quoted observations of 1859 and 1860, with the addition of the following, viz.:—

"By several Bills it is proposed to authorize an extra charge 'for the use of any warehouse, wharf, or other depôt, 'or other similar accommodation.'

"As it is not in all cases in the power of a railway company to stipulate for payment for the use of their premises, where goods remain in them, without default on the part of the company, for a longer time than would be reasonably sufficient for their being forwarded by the railway, or for their being removed by the consignees after the arrival of the goods, charges for the accommodation now referred to do not appear to be unreasonable; but in such cases it would seem to be proper, either that the Bill should limit the maximum amount of the extra charge to a moderate sum, to be specified, or else that a minimum time of occupation of the company's premises should be specified (say 48 hours), until the lapse of which no charge should be authorized."

In the session of 1861 the mode in which the making of terminal charges should be authorized in railway Acts received especial consideration.

Representatives of railway companies and of promoters of railways brought forward the following "maximum terminal "charge clause:"—

"It shall also be lawful for the company acting as carriers to make a reasonable terminal charge for the accommodation afforded and service rendered by them in respect of any goods or minerals other than the actual conveyance thereof along the railway; provided always, that such charge shall in no case exceed the rate of two shillings per ton for goods and ninepence per ton for minerals at each terminal station of such traffic, unless the matters to which such charge relates shall remain on the premises of the company more than 24 hours, by the desire or default of the consignor thereof, or shall so remain by the desire or default of the consignee thereof, for 24 hours (Sunday, Christmas Day, and Good Friday excepted) after notice of the arrival of the same shall have been despatched to the consignee, in either of which cases it shall be lawful for the company to charge an additional reasonable sum for such occupation of their premises and for services performed by them in consequence of such delay; and when the company performs any service with respect to traffic outside their premises they may charge a further reasonable sum for such service.

"For a fraction of a ton the company may demand the aforesaid terminal charges according to the number of quarters of a ton in such fraction, and if there be the fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton, and small parcels shall be altogether exempt from such terminal charges."

That clause was intended to follow the clause limiting the maximum rates of charge for goods and minerals.

In the course however of the session of 1861 the form of proviso which is contained in the extract annexed to your letter was settled by the concurrence (as my Lords believe) of the noble Lord the Chairman of Committees of the House of Lords and of the General Committee on Railway and Canal Bills of the House of Commons.

That form appears to have been adhered to in nearly all cases in subsequent sessions. But not in *all* cases, for in the Great Eastern Railway Act, 1862, 25 & 26 Vict. c. ccxxiii. s. 230, to the usual exceptions there is added "a "reasonable sum for warehousing and wharfage," and there may be other cases of variation in Acts of 1861 and later sessions.

In special Acts which contain the form of excepting proviso in question there is also inserted a clause defining terminal stations in the following terms, viz.:—

"No station is to be considered a terminal station in regard to any goods conveyed on the railway which have not been received thereat direct from the consignor of such traffic, or are not directed to be delivered thereat to the consignee."

It is also to be observed that Acts containing those provisions usually contain the following, viz.:—

"For articles or persons conveyed a less distance than (six) miles the company may demand tolls and charges as for (six) miles."

"Nothing herein contained shall be held to prevent the company from taking any increased charge over and above the charges herein-before limited for the conveyance of goods of any description by agreement with the owners or persons in charge of such goods, either in respect of the conveyance thereof (except small parcels) by passenger trains or by reason of any other special service performed by the company in relation thereto."

The Royal Commissioners are doubtless aware that similar provisions are contained in paragraphs 8 and 10 (under the head "(iii.) Tolls and Charges,") in the regulations in the schedule to the Railways Construction Facilities Act, 1864.

In reference to the inquiry contained in your letter of the 23rd instant, the Board of Trade have to add the following observations:—

The special Act in which the clause referred to is contained is "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859."

A Bill for the amalgamation of those two railways was before Parliament in the session of 1858. That Bill as introduced did not propose to deal with tolls, &c.; but in Committee of the House of Commons, where the proposed amalgamation met with much opposition, clauses were inserted to repeal previous enactments and to make new provisions with respect to tolls, charges, &c. In the House of Lords, however, all provisions relating to amalgamation, tolls, &c. were struck out, and the Bill was passed for other purposes only.

In the session of 1859 a Bill for the amalgamation of those two railways was again brought before Parliament, containing, as introduced, clauses to repeal previous enactments and to make new provisions with respect to tolls, charges, &c. similar to those which had been added to the Bill of 1858 in Committee of the House of Commons.

The Bill of 1859 also contained the clause referred to in your letter, which requires the company, on the demand of any person paying their charges, to give accounts distinguishing charges for conveyance from terminal charges.

That Bill further contained a clause saving existing limitations of tolls, &c. on any portion of the Lancashire and Yorkshire and East Lancashire Railways, where such tolls, &c. were less than the amount to be authorized in the Bill.

The last-mentioned clause would have the effect of saving the operation of provisions in previous Acts, such as an enactment in the 20th section of "The Liverpool and Bury Railway Act, 1846," which, in respect of goods to be carried by the then Liverpool and Bury Railway Company between Liverpool and Bolton, or any of the intermediate stations, limited the maximum charges which that company might make for certain terminal services in respect of goods, viz., for "loading, unloading, and covering," 3*d.* per ton, for "warehousing" for any period not exceeding six weeks, 9*d.* per ton, and for "delivering" at any distance not exceeding one mile from any station, 9*d.* per ton.

With reference to the proposed provisions relating to tolls, &c. in that Bill of 1859, the Board of Trade, in their report upon the Bill, referred to the above cited observations on "Tolls" in their general report of 1859, and also called attention to the limitations of terminal charges in the Liverpool and Bury Railway Act, 1846, observing "the principle "there recognized appears to be a sound one, inasmuch as "to authorize an indefinite extra charge for 'loading, "'covering, and unloading of goods' may render the limi- "tation of the maximum rates for conveyance on the rail- "way practically useless in the majority of cases. It may, "therefore, deserve consideration whether that principle "should not on the present occasion be adopted with "respect to all the railways, the charges for which will be "regulated by this Bill, by limiting the charges which the "company may make for loading, covering, and unloading "whenever those services may be performed by the com- "pany."

In that report of the Board of Trade it was further pointed out that the provision in the Bill saving existing limitations of tolls appeared to have reference to the Liverpool and Bury Railway Act, 1846, which fixed a lower maximum rate for goods conveyed between Liverpool and Bolton than would be demandable under the provisions of the Bill for goods on other portions of the Railway; and it was mentioned that the Board of Trade had received a complaint from the manufacturers of Preston, urging that the trade of Bolton would continue to receive an undue preference over the trade of Preston by that arrangement.

The Report of the Select Committee of the House of Commons on the Bill of 1859 contained no observations on the points that have been above referred to; and as the Bill passed without alteration in those particulars, it was perhaps considered that in the case of the united Lancashire and Yorkshire and East Lancashire Railways some check was desirable upon the power to make "any reasonable "charge for loading, covering, and unloading, and for "collection and delivery" of goods; and that a provision that the company should on demand furnish accounts distinguishing between the charges for conveyance and the terminal charges would afford a sufficient check, without fixing in the Act specific limitations of such charges.

The Board of Trade are not aware that there has been adopted in the case of any other railway company a provision for the separation of charges for conveyance from terminal charges, such as that in the Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859, referred to in your letter of the 23rd instant, and of which, in compliance with the request expressed in that letter, some account is above attempted to be given.

I am, Sir,

The Secretary, Your obedient Servant,
Royal Commission on Railways, W. D. Fane.
House of Lords.

Appendix CS.

Irish Railways.—Debenture Loans Outstanding, December 1864 (including Government Loans).

	Amount of Loan.	Rate of Interest.	One Year's Interest.
1st Class.—*Perfectly successful as a commercial speculation. (Shares above par.)*	£	£	£
Dublin and Kingston	70,000	4	2800
2nd Class.—*Paying above the Funds, but less than the shareholders expect as commercial interest. (Shares below par.)*			
Belfast and Northern Counties	13,985	4	559
	135,441	4¼	5756
	114,000	4½	5130
	25,300	5	1265
Dublin and Belfast Junction	8,400	4	336
	110,950	4½	4993
	88,020	5	4401
Dublin and Drogheda	25,750	3	772
	12,481	4	499
	93,450	4¼	3970
	80,194	4½	3609
	12,800	4¾	608
	30,000	5	1500
Dublin, Wicklow, and Wexford	55,520	4	2221
	5900	4¼	251
	115,286	4½	5188
	1500	4¾	71
	201,320	5	10,066
Great Southern and Western of Ireland	185,835	4	7433
	156,350	4¼	6645
	10,000	4⅜	437
	156,569	4½	7046
	3300	4¾	157
	10,800	5	540
Ulster	117,330	4	4693
	96,300	4¼	4093
	3650	4⅜	160
	39,580	4½	1781
Average	1,910,011	- -	84,180
	- -	4·410	—
3rd Class.—*Paying dividends on ordinary shares, less than consols at* 88⅝, *3l. 7s. 6d. per cent.*			
Athenry and Tuam	30,000	5	1500
Cork and Limerick Direct	1715	2	34
	42,445	5	2122
Cork, Blackrock, and Passage	5263	4	211
	200	4½	9
	27,050	5	1352
	7000	6	420
Great Northern and Western of Ireland	113,000	4	4520
Midland Great Western of Ireland	470,139	3½	16,455
	85,975	4	3439
	66,150	4¼	2811
	135,861	4¼	5774
	21,000	4⅜	919
	417,718	4½	18,797
	67,430	5	3371
Waterford and Limerick	61,496	4	2460
	7000	4¼	298
	10,000	4⅜	437
	98,990	4½	4455
	75,325	4¾	3578
	55,470	5	2773
	12,400	5½	682
Waterford and Tramore	18,850	5	942
Average	1,830,477	- -	77,359
	- -	4·22	—
4th Class.—*Paying all their preference charges, but no dividends on their ordinary shares.*			
Banbridge Junction	16,750	4½	754
	500	5	25
Carrickfergus and Larne	1600	4¾	76
	36,000	5	1800
Cork and Bandon	13,177	4	527
	1200	4½	54
	45,200	5	2260
	12,100	6	726
Cork and Youghal	131,000	5	6550
Finn Valley	20,000	5	1000
Londonderry and Lough Swilly	19,600	5	980
Portadown, Dungannon, and Omagh	20,296	4	812
	50,263	4½	2262
	36,026	5	1801
Average	403,712	- -	19,627
	- -	4·861	—
5th Class.—*Paying no dividend on some class of preference stock for* 1864.			
Banbridge, Lisburn, and Belfast	11,970	4½	539
	1000	4¾	48
	36,030	5	1801
Belfast and County Down	78,863	4½	3549
	87,734	5	4387

	Amount of Loan.	Rate of Interest.	One Year's Interest.
	£	£	£
Cork and Kinsale Junction	5900	5	295
	15,700	6	942
Dublin and Meath	100,138	5	5007
Irish North-western	69,304	4	2772
	46,627	4½	2098
	32,201	5	1610
	27,200	5½	1496
	58,580	6	3515
Limerick and Castleconnell	6500	5	325
	13,833	5½	761
Limerick and Ennis	23,895	4	956
	17,550	5	877
	500	6	30
	32,350	6¾	2184
Limerick and Foynes	27,000	4	1080
	5500	5	275
	10,800	6	648
Londonderry and Coleraine	33,175	2½	829
	68,416	3	2052
	95,763	4	3830
	60,000	5	3000
Londonderry and Enniskillen	25,056	4	1002
	4100	4½	184
	400	4¾	19
	79,300	5	3965
Newry and Armagh	78,000	5	3900
Newry, Warrenpoint and Rostrevor	500	4	20
	200	4½	9
	35,700	5	1785
Waterford and Kilkenny	51,429	4	2057
	19,091	5	955
	19,875	6	1192
	1,280,180	- -	59,994
Average	- -	4·686	——

	Amount of Loan.	Rate of Interest.	One Year's Interest.
6TH CLASS.—*Lines not working.*	£	£	£
Belfast, Holywood, and Bangor	38,000	5	1900
Enniskillen, Bandoran, and Sligo	55,000	5	2750
Kilkenny Junction	61,158	5	3058
West Cork	41,550	5	2077
	3050	6	182
	198,758	- -	9968
Bagenalstown and Wexford	80,490	5	4024
	279,248	- -	13,992
Average	- -	5·00	——

SUMMARY.

	Amount of Loans	One Year's Interest.
	£	£
FIRST CLASS	70,000	2800
SECOND CLASS	1,910,011	84,180
THIRD CLASS	1,830,477	77,359
FOURTH CLASS	403,712	19,627
FIFTH CLASS	1,280,180	59,994
	5,494,380	243,960
SIXTH CLASS	279,248	13,992
	5,773,628	257,952

Average Interest of the whole—4·47 per cent.

APPENDIX CT.

CONDITIONS and FARES for the TRANSPORT of PASSENGERS on the STATE RAILWAYS of BELGIUM.

Translated, for the Commission, from the Official Documents issued by the Belgian Government.

NOTE.—In making this Translation it has been considered expedient to retain the money, weights, and measures in their original denominations.

The following data will serve for their conversion into English units, when required.

MONEY.

25 francs = 1*l.*
1 franc or 100 centimes = 9·6*d.*

WEIGHTS.

1 kilogramme = 2·21 lbs. avoirdupois.
100 kilogrammes = 221 lbs., or nearly 2 cwt.
1000 kilogrammes = 2206 lbs., or nearly 1 ton.

MEASURES.

1 metre = 3·28 English feet.
1 kilometre = 1,094 yards, or about 0·62 Statute miles.
1 lieue or 5 kilometres = 3·1 miles.

Extract from the "Guide Officiel des Voyageurs sur tous les Chemins-de-Fer de Belgique. Mai, 1866."

RAILWAYS OF THE STATE.—NOTICE TO PASSENGERS.

Departure.—Passengers must be at the station at least 10 minutes before the train starts. They are requested at once to present themselves at the ticket office with the exact amount of their fare, in order to avoid exchange of money, and thus to accelerate the distribution of tickets. *At intermediate stations the times of departure stated are only approximate.*

Tickets.—Passengers are not allowed to take their places in the carriages without a proper ticket, nor place themselves in a carriage of a different class than that stated on their ticket. The guards are instructed to collect *also at once the price of the ticket in the cases herein provided for.*

It is equally not permitted to enter into baggage and merchandise, or any kind of waggons, to which access is prohibited.

Police of the trains.—Jumping on a train in motion is not allowed; nor is it permitted to enter into or go from a carriage by any other door than that opposite the office of the station at which the train arrives; nor to lean out of the carriages; nor to leave them until the train has absolutely stopped. Smoking in the waiting rooms is not allowed, nor in the first and second-class carriages, except in those reserved for smokers. Loaded weapons, nor any articles of a nature to incommode the passengers, may not be carried. Neither may a passenger open the window at the side from which the wind blows, unless with the consent of all the passengers.

Passengers must obey the injunctions of the railway officers, or they may render themselves (by the law of 6th March 1818) liable to a penalty of from 10 to 100 Dutch florins or imprisonment of from 1 to 14 days.

Ladies.—A compartment is reserved in every class for ladies travelling alone or with children.

Invalids.—A special carriage, containing a bed and the principal furniture of a bedroom, is in readiness for the transport of invalids, the charge for which is according to the number of places occupied, calculating a compartment at eight first-class places.

The requisition for such carriage should be addressed to the station master at Brussels (Northern Railway).

Children.—In Belgium half-fares are charged for children under eight years of age; children in arms, under three years old, are free. Children from three to seven, with a ticket through to France, or to any station on the Rhenish railway, pay half fare. In the other international services they are not admitted except on payment of full fares.

Dogs are carried in the luggage van, and are charged third-class fare.

Baggage.—The baggage offices are closed three minutes before the departure of the trains; thus baggage ought to be taken to the offices a quarter of an hour at least before starting time. Passengers may insure baggage at the rate of 0·10 per 100 fr.

Travellers are particularly recommended to take off or erase, in black, former labels from their luggage, and only to leave their address, which should be very legible. Travellers may only retain with them articles weighing less than 25 kilos. (50 lbs.), and which can be placed under the seats without incommoding other travellers. Travellers from or to France have a right to 25 kilos. of luggage without charge. Children's tickets entitle the holder to the same quantity. The railway offices receive in keeping any baggage which may be left with them at the arrival or before the departure of trains. The charge for warehousing is fixed at 5 centimes (½*d.*) per package per day, with a minimum charge of 10 centimes.

Customs.—Parcels or packages intended to pass the frontiers must be deposited, *without any exception*, at the office of departure to be entered and inclosed in the customs' waggons. This applies even to hat boxes, bags, nécessaires, &c. Baggage kept in the carriages up to the frontier station, particularly at Verviers, are there re-inscribed (entered), and forwarded to their destination after the departure of the train by passenger train at an extra charge.

Passports.—Belgians are admitted without passport into Prussia, Austria, England, France, Holland, Sweden, Norway, Denmark, Italy, Spain, Switzerland, into the Duchies of Saxe Weimar, Coburg, and Gotha, of Anhalt Dessau, Cothen, Schleswig, Holstein, Lauenburg, Hesse, Nassau, Frankfurt-on-the-Maine, Bremen, and Hamburg. For the other German countries a passport is necessary, but it need not be viséd.

The examination of passports at the Belgian frontier is abolished.

Travellers belonging to a country into which Belgians may not go without a passport viséd, who wish to sojourn in Belgium, must be provided with a regular document for the purpose.

Merchandise.—The administration of the State railways undertakes, gratis, the delivery at domicile of all parcels of merchandise of 50 kilos., or less weight, at stations where the delivery service by road is organized.

On parcels of greater weight than 50 kilos., and on valuables, the charge for delivery is fixed at 15 centimes per 100 kilos., or fraction indivisible thereof, or per 1,000 francs value.

It is sufficient to apprise the authorities at the station, or the central office verbally, or to put in the post without franking, a form or an unsealed letter, addressed to the station master, stating the number of packages to be fetched away and the precise address (with street and number) of the sender and of the consignee. On every occasion the delivery to the domicile gratuitously must be demanded in writing by the sender.

Delivery at Domicile.—All goods forwarded by tariffs No. 2 (article messagerie), also valuables, are delivered within six hours of arrival, the hours of night not counting.

Letters and Packages in haste are forwarded and delivered at domicile by express immediately after arrival of the train on payment of a charge of 10 centimes (1*d.*) per kilogramme (2 lbs.), with minimum charge of 50 centimes.

Nevertheless, express parcels arriving after nine o'clock at night will not be delivered until the next morning between seven and eight o'clock in summer and between eight and nine o'clock in winter.

The sender may however secure the delivery after nine o'clock at night on writing a request on the way bill or address of the parcels. In this case a supplementary charge of 25 centimes will be made.

Cash and valuables deliverable at domicile by express pay 50 centimes per 1,000 francs, with minimum of 1 franc.

Letters and haste parcels are received at all the stations up to the last moment before the departure of all the trains without exception.

Addresses on the Packages.—Every package, bale, or case to be forwarded by rail must have a mark or an address very legible and detailed, with indication, particularly in large towns, of the street and number of the residence of the consignee.

Auxiliary Offices.—Offices are established in the interior of the following towns: *Brussels*—Rue Duquesnoy, near the market of the Madeleine, Rue des Chartreux, Boulevard de Waterloo, Boulevard de l'Entrepot, Rue de l'Astronomie 24, behind the Observatory, Chaussée de Wavre, Faubourg de Namur, Chaussée de Mons, Faubourg d'Anderlecht. At *Antwerp*—Place Verte. At *Liège*—Place St. Lambert and at the Post Office. At *Ghent*—at the Post Office. At *Mons* and at *Namur*—at the Post Offices. At *Verviers*—Place des Recollets.

At the auxiliary offices small parcels, cash, valuables, documents to be forwarded to any destination, inland or abroad, to which the service of the railway extends, may be left for transmission without extra charge. The auxiliary at the Rue Duquesnoy and at the Rue des Chartreux are open from six o'clock in the morning until eight o'clock in the evening.

The others are only open from seven in the morning until seven in the evening.

Except in Brussels, Rue Duquesnoy, Chaussée de Wavre, Rue de l'Astronomie, and Chaussée de Mons, merchandise by slow train is also received at the auxiliary offices, or collected from the domicile of the sender according to his convenience, at the rate of 15 c. per 100 kilos.

Small Parcels.—All the stations of the State railway are in direct correspondence with Germany, Great Britain, and Ireland, for the forwarding of small parcels and of packages of 100 kilos. and under.

The principal advantages which this service offers to the public, are—

Transmission without intermediary. Punctuality and regularity. Responsibility of the administration in case of loss or damage. Moderate prices. Power to prepay up to destination.

Cash articles.—Funds and valuables are carried at the rate of 25 centimes per indivisible fraction of 100 francs, including all charges. The charge may not be less than 50 centimes for any one parcel.

Cash articles must be enclosed in bags neither torn nor mended; sewn inside and fastened by a string, at the end of which must be a seal in wax. The seal must be impressed with a letter or a well defined and distinct mark. Parcels sealed with the impress of a coin, or with straight, circular, or crossed lines will be refused. The value must be stated on the address and on the way bill of the sender, which moreover must be sealed with the same seal as that on the parcel.

Public Laws concerning the Transport of Passengers.

Law of the 12th April 1851.

Leopold, King of the Belgians.

To all present and coming greeting.

The Chambers have adopted and we sanction what follows:

Article 1.—From and after the first day of the second month following the date of the publication of the present law, and until ulterior legislative disposition, the rates of freight and passage for travellers and merchandise on the railways of the State shall be fixed on the basis herein-after stated.

Article 2.—The lengths of line to which the tarification will be applied will be calculated according to a table to be fixed by royal decree, a kilometre being considered a unit of distance. In the compilation of this table every fraction of kilometre will be counted as an entire kilometre.

Article 3.—The classes of carriage designed for the conveyance of passengers will be three in number, viz.:—

1st class.—Diligence,
2nd class.—Char à bancs,
3rd class.—Waggon.

Still, the trains may, according to the arrangements to be determined on by the Minister of Public Works, not include in every instance all three classes of carriage.

Article 4.—The prices of these three classes will be established in the proportion respectively of numbers 4, 3, and 2.

The rate of fares by waggon is fixed for ordinary travellers at four centimes per kilometre, a price which will be applied to the distances in accordance with the stipulations of Articles 2 and 3, and with the reservations mentioned in Articles 5 and 6.

Article 5.—The unit of price for travellers' fares is fixed at five centimes, every fraction of this unit equal to three centimes will count for a unit, and every smaller fraction will be passed over.

Article 6.—The minimum fares will be for the 1st class, 80 centimes; for the 2nd class, 30 centimes; and for the 3rd class, 20 centimes.

Article 7.—No one may travel gratuitously on the railways of the State.

Functionaries or public servants travelling on service of the railway, and customs officers accompanying merchandise, will be exempt from payment of fare.

The manner and conditions of this gratuitous transport will be determined by royal decree.

Article 8.—Functionaries or servants of Belgian or foreign railways travelling for relations of service with the State railway may also enjoy the stated exemption, on terms of reciprocity. The Government will determine a list of these functionaries.

Article 9.—The following will be admitted to travel by rail at a reduction of 50 per cent. on the ordinary tariff.—

1. Troops travelling in corps or in detachments.
2. Non-commissioned officers and soldiers on active service travelling alone.
3. Prisoners, their guard, and the carriages conveying them.

Article 10.—The Minister of Public Works will have the power to reduce the tariff for passengers down to 50 per cent.—

1. For the carriage of emigrants and their effects.
2. For exceptional cases and on the occasion of solemnities, concourses, fetes, and such occasions as would appear to show an increase of revenue to the railway.

Article 11.—The Minister of Public Works will also have the power to allow special trains at prices to be determined according to circumstances.

Article 12.—The freight on luggage is fixed at six centimes per 100 kilogrammes per kilometre. The charge will be made out on 10 to 10 kilogrammes, not counting any fraction of a decade.

The minimum charge on baggage is fixed at 50 centimes.

Article 13.—It is permissible to travellers to carry gratuitously any article not exceeding 25 kilogrammes in weight which may be placed under the seats of the carriages without inconvenience to the other travellers. These articles will not be entered at the offices, and will be at the risk and peril of the travellers to whom they belong.

Article 14.—After the expiration of a full year of the application of the preceding tariffs the Government will present to the Chambers a report on the results obtained.

We promulgate the present law, and order it to be provided with the seal of the State, and published in the Moniteur.

Given at Lacken, the 12th April 1851.

Leopold.

By the King.
The Minister of Public Works,
Em van Hoorebeke.

Seen and sealed with the Great Seal of the State,
The Minister of Justice,
Victor Tesch.

Law of the 10th March 1854.

(*See the Royal Decree of 20th March* 1866.)

Leopold, King of the Belgians.

To all present and to come, greeting:

The Chambers have adopted and we sanction what follows:

Article 1.—The rate of passage for travellers in the trains called express shall be calculated so as to show an addition of 25 per cent. on the prices of the ordinary tariff.

These trains may only be composed of first and second class carriages, or of first-class carriages exclusively.

Article 2.—The fares resulting from the calculation of distances on the basis of Article 1, also the bases fixed by the law of 12th April 1851, may be rounded, according to circumstances, by 10th or fifth of francs.

However, the fares charged for third-class places may not be rounded except by way of reduction, or taking off the fraction.

Article 3.—Children under eight years will be charged half fares, and children under three in arms are exempt from payment.

Article 4.—The dispositions of the law of 12th April 1851 remain in force so far as they are not superseded by the above.

Article 5.—The present law will come in force from the first day of the second month following the date of its publication.

We promulgate the present law, order that it may be provided with the seal of the State, and published in the Moniteur.

Given at Ardenne, 10th March 1854.

Leopold.

By the King.
The Minister of Public Works,
Em van Hoorebeke,

Seen and sealed with the Seal of the State,
the Minister of Justice,
Ch. Faider.

Rules and Regulations.

Travellers.

1. Passengers are not admitted into the carriages unless provided with a ticket.

2. The passenger who may have omitted to provide himself with a ticket, or who is in a different carriage from that indicated, must pay from station to station until arrival at the first station at which tickets are distributed.

The guards of trains may not under any pretext charge the fare of a place without giving in exchange a ticket by way of receipt.

All tickets are collected during the journey or at the destination by servants of the administration.

3. A passenger wishing to change carriages during the journey must take, by way of supplement, for the distance he has still to traverse, a waggon (third class) ticket to pass from a waggon (third class) to a char-a-bancs (second class), or from a char-a-bancs (second class) to a diligence (first class).

He must take a (second class) char-a-bancs ticket to pass from a waggon (third class) to a diligence (first class.)

4. Passengers finding themselves in an express train with a ticket only available for an ordinary train must take, in addition, a third class ticket for their entire journey.

Baggage.

5. Baggage charged for must have attached to it a very legible address, and be very strongly and safely packed.

6. No charge for baggage may be less than 50 centimes.

7. In case of the loss of any baggage registered, it will be made good to the traveller by payment of a sum calculated on the weight of the lost articles, at the rate of six francs per kilo (2*s.* 6*d.* per lb.)

8. Travellers may insure their baggage on payment of a premium of 10 centimes for every 100 francs of declared value (1 per mille) in addition to the tariff.

Baggage forwarded in this manner must be well conditioned and appear perfectly safe to the administration.

9. In case of the loss of an article of which the value has been insured, the administration will pay precisely the amount stated on the ticket.

10. Baggage delivered to the office a quarter of an hour before the departure of the train will leave at the same time as the passenger if paid for according to the tariff.

Baggage taken to the office less than a quarter of an hour before the departure may be refused, or will be forwarded in conformity with Article 12.

11. Packages of merchandise and objects of furniture offered as passengers' baggage will be refused if their weight exceeds 25 kilos, or their volume one-eighth of a cubic metre.

12. Travellers may forward their baggage as merchandise at the prices and conditions of merchandise if they do not require it sent on immediately.

No. 404.

RAILWAY.

(193.)

REGULATIONS for the POLICE of the RAILWAYS (*a*).

10th February 1857.

Leopold King of the Belgians.

To all present and to come, greeting.

In consequence of the law of 12th April 1835 (2), which authorizes the Government to establish regulations for maintaining both the police of railways and for fixing the penalties, in conformity with the law of 6th March 1818, in order to repress any breaches of the arrangements made by virtue of that authorization. In consequence of articles of the law of the law of the 6th March 1818 (2), which holds out for infractions of the kind a fine of 10 to 100 Dutch florins, or imprisonment of from 1 to 14 days, penalties which may be combined;

On the proposal of our Minister of Public Works,

We have decreed, and we decree:

ARTICLE 1. It is prohibited,—

1. To take a seat in the carriages of the railways of the State without a regular ticket.
2. To take a seat in a carriage of a different class from that indicated on the ticket.
3. To enter into or leave a carriage in any other manner than by the door at the same side as the office of the arrival station.
4. To lean out of or leave a carriage *before the train is absolutely stopped.*
5. To smoke in the waiting rooms or in the first and second-class carriages, except in those compartments which are specially reserved for that custom.
6. To take a place with a loaded weapon or with any articles of a character to incommode passengers.
7. To open the windows of a carriage on the wind side, unless with the unanimous consent of all the passengers in the compartment.
8. To enter into baggage or merchandise waggons, or into any carriages to which access is interdicted.

ARTICLE 2. Passengers are desired to obey the injunctions of the railway officials in the observation of the above rules.

ARTICLE 3. Noncompliers are liable to the penalties held out by Article 1. of the law of the 6th March 1818.

Our Minister of Public Works is charged with the execution of the present decree.

Given at Lacken, 10th February 1857.

LEOPOLD.

By the King.

The Minister of Public Works,

A. DUMON.

No. 744.

RAILWAY.

(433.)

MODIFICATION of PASSENGERS' TARIFF.

The Minister of Public Works,—

Seeing the royal decree of 2nd September 1840, authorizing the Minister of Public Works to bring under certain conditions modifications in the tariffs of the State railways:

Seeing the law of 1st July 1865 (Moniteur, No. 188):

Seeing the tariffs actually in force for the transport of passengers on the said railway of the State:

Considering that the same reasons which militated in favour of a reduction on the prices of railway carriage on various descriptions of merchandise also militate in favour of a reduction of the fares of passengers:

Considering that the equality of the kilometrical charge constitutes, actually for passengers as it did for merchandise, an overcharge for great distances, and that it will be fair in consequence to abolish the unfairness of this charge by the new application of the principle of a progressive reduction of the basis of the calculation of charge:

Considering, nevertheless, that to protect the interests of the treasury, which might be jeopardized by the immediate introduction to all the degrees of the scale of distances of the rates reduced to the lowest basis contemplated, it is important to proceed by successive application of these rates:

Considering that it would appear equally advantageous to the treasury as to the public that third-class carriages be adjoined to express trains, at least on all occasions when it may be done without hindrance to the celerity and the regularity of the service:

Seeing the ministerial decree of 9th December 1865, which reduced to 50 and 40 centimes the minima of charges for first-class travellers of respectively express and ordinary trains:

Seeing the proposals of the administration of the railways of the State:

It is ordered,—

ARTICLE 1. The present bases of the passengers' tariff, fixed respectively at 8, 6, and 4 centimes per kilometre for the 1st, 2nd, and 3rd class of ordinary trains, with the addition of 25 per cent. for the 1st and 2nd class of express trains, are altered for the following bases:—

The reckoning by league of five kilometres shall be substituted for the reckoning by kilometre, and the distances applied to the tariff on merchandise shall be adapted to that of passengers' fares.

The fares in the three classes by ordinary trains are established as follows:—

1. From 1 to 10 leagues, inclusive, there will be charged for each league—
   1st class, 0·30 francs.
   2nd „ 0·20 „
   3rd „ 0·15 „
2. From 11 to 20 leagues there will be added to the fare on the 10th league, and for every league—
   1st class, 0·15 francs.
   2nd „ 0·10 „
   3rd „ 0·07½ „
3. Beyond 20 leagues there will be added to the fare on the 20th league, and for every league—
   1st class, 0·10 francs.
   2nd „ 0·07½ „
   3rd „ 0·05 „

Third-class carriages will be added to the express trains, to be specified.

The surcharge on express trains will be reduced from 25 to 20 per cent. on the above prices.

The unity of price being fixed at 5 centimes, every fraction of less than 3 centimes will fall away, and every fraction of 3 centimes and above will be counted as 5.

Conformably with the preceding bases, the annexed Table No. 1 establishes the fares for the various distances.

ARTICLE 2.—By first application of these bases, the prices reduced as above will be introduced at their definitive figure, commencing at the 16th league.

A temporary rate will be applied to the zone embraced between the 8th and the 15th leagues, inclusive.

The completion of the reduction in this zone, as also the application of the prices reduced above in the zone embraced between 1 and 7 leagues, remain reserved.

In consequence the Table No. 2 is approved to be placed in force provisionally.

ARTICLE 3.—The reduced tariff applicable to the carriage of electors is fixed from this date at 50 per cent. of the definitive fares indicated in the supplement No. 1.

Troops travelling in corps or in detachments,
Societies,
Children of less than 8 years of age,
Emigrants,
Prisoners and their guard,

will enjoy a reduction of 25 per cent. on the same prices.

ARTICLE 4.—The present tariff for the carriage of baggage is provisionally maintained.

ARTICLE 5.—The foregoing arrangements will be applied to mixed services, which borrow the lines of the State and those of Belgian companies which may have consented

thereto, and, in cases of non-consent to the portion of the mixed journeys only extending to the lines of the State.

They will be extended to international lines, to be determined and arranged hereafter.

Article 6.—The arrangements not affected by the present decree remain in force.

Article 7.—The preceding measures will be put in force from the 1st May 1866.

Jules Vanderstichelen.

Brussels, March 20, 1866.

Supplement I.

Definitive Table of Fares for ordinary Travellers.

Distance in Leagues.	Express.			Ordinary.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
1	0·35	0·25	0·20	0·30	0·20	0·15
2	0·70	0·50	0·35	0·60	0·40	0·30
3	1·10	0·70	0·55	0·90	0·60	0·45
4	1·45	0·95	0·70	1·20	0·80	0·60
5	1·80	1·20	0·90	1·50	1·0	0·75
6	2·15	1·45	1·10	1·80	1·20	0·90
7	2·50	1·70	1·25	2·10	1·40	1·05
8	2·90	1·90	1·45	2·40	1·60	1·20
9	3·25	2·15	1·60	2·70	1·80	1·35
10	3·60	2·40	1·80	3·0	2·0	1·50
11	3·80	2.50	1·85	3·15	2·10	1·55
12	3·95	2·65	2·0	3·30	2·20	1·65
13	4·15	2·75	2·05	3·45	2·30	1·70
14	4·30	2·90	2·15	3·60	2·40	1·80
15	4·50	3·0	2·20	3·75	2·50	1·85
16	4·70	3·10	2·35	3·90	2·60	1·95
17	4·85	3·25	2·40	4·05	2·70	2·0
18	5·05	3·35	2·50	4·20	2·80	2·10
19	5·20	3·50	2·60	4·35	2·90	2·15
20	5·40	3·60	2·70	4·50	3·0	2·25
21	5·50	3·65	2·75	4·60	3·05	2·30
22	5·65	3·80	2·80	4·70	3·15	2 35
23	5·79	3·85	2·90	4·80	3·20	2·40
24	5·90	3·95	2·95	4·90	3·30	2·45
25	6·0	4·0	3·0	5·0	3·35	2·50
26	6·10	4·15	3·05	5·10	3·45	2·55
27	6·25	4·20	3·10	5·20	3·50	2·60
28	6·35	4·30	3·20	5·30	3·60	2·65
29	6·50	4·40	3·25	5·40	3·65	2·70
30	6·60	4·50	3·30	5·50	3·75	2·75
31	6·70	4·55	3·35	5·60	3·80	2·80
32	6·85	4·70	3·40	5·70	3·90	2·85
33	6·95	4·75	3·50	5·80	3·95	2·90
34	7·10	4·85	3·55	5·90	4·05	2·95
35	7·20	4·90	3·60	6·0	4·10	3·0
36	7·30	5·05	3·65	6·10	4·20	3·05
37	7·45	5·10	3·70	6·20	4·25	3·10
38	7·55	5·20	3·80	6·30	4·35	3·15
39	7·70	5·30	3·85	6·40	4·40	3·20
40	7·80	5·40	3.90	6·50	4·50	3·25
41	7·90	5·45	3·95	6·60	4·55	3·30
42	8·05	5·60	4·0	6·70	4·65	3·35
43	8·15	5·65	4·10	6·80	4·70	3·40
44	8·30	5·75	4·15	6·90	4·80	3·45
45	8·40	5·80	4·20	7·0	4·85	3·50
46	8·50	5·95	4·25	7·10	4·95	3·55
47	8·65	6·0	4·30	7·20	5·0	3·60
48	8·75	6·10	4·40	7·30	5·10	3·65
49	8·90	6·20	4·45	7·40	5·15	3·70
50	9·0	6·30	4·50	7·50	5·25	3·75
51	9·10	6·35	4·55	7·60	5·30	3·80
52	9·25	6·50	4·60	7·70	5·40	3·85

Supplement II.

Provisional Table of Fares for ordinary Travellers.

Distance in Leagues.	Express.			Ordinary.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
Kilom.						
1	0·50	0·40	0·25	0·40	0·30	0·20
2	0·50	0·40	0·25	0·40	0·30	0·20
3	0·50	0·40	0·25	0·40	0·30	0·20
4	0·50	0·40	0·25	0·40	0·30	0·20
5	0·50	0·40	0·25	0·40	0·30	0·20
6	0·60	0·50	0·30	0·50	3·40	0·25
7	0·70	0.50	0·35	0·60	0·40	0·30
8	0·80	0·60	0·35	0·65	0·50	0·30
9	0·90	0·70	0·45	0·75	0·60	0·35
10	1·0	0·80	0·50	0·80	0·60	0·40
11	1·20	1·0	0·55	1·0	0·70	0·45
12	1·20	1·0	0·60	1·0	0·70	0·50
13	1·20	1·0	0·60	1·0	0·80	0·50
14	1·50	1·20	0·70	1·20	0·90	0·55
15	1·50	1·20	0·75	1·20	1·0	0·60
16	1·80	1·20	0·80	1·30	1·0	0·65
17	1·80	1·30	0·85	1·50	1·0	0·70
18	1·80	1·50	0·85	1·50	1·10	0·70
19	2·0	1·50	0·95	1·50	1·20	0·75
20	2·0	1·50	1·0	1·60	1·20	0·80
21	2·20	1·60	1·05	1·80	1·30	0·85
22	2·20	1·70	1·10	1·80	1·30	0·90
23	2·30	1·80	1·10	2·0	1·40	0·90
24	2·50	1·80	1·20	2·0	1·50	0·95
25	2·50	2·0	1·25	2·0	1·50	1·0
26	2·80	2·0	1·30	2·0	1·50	1·05
27	2·80	2·0	1·35	2·20	1·60	1·10
28	2·80	2·0	1·35	2·20	1·70	1·10
29	3·0	2·20	1·45	2·50	1·80	1·15
30	3·0	2·30	1·50	2·50	1·80	1·20
31	3·20	2·50	1·55	2·50	2·0	1·25
32	3·20	2·50	1·60	2·50	2·0	1·30
33	3·30	2·50	1·60	2·70	2·0	1·30
34	3·50	2·50	1·70	2·70	2·0	1·35
35	3·50	2·70	1·75	2·80	2·20	1·40
Leagues						
8	3·60	2·70	1·75	3·0	2·20	1·45
9	3·85	2·70	1·85	3·20	2·25	1·55
10	3·95	2·75	2·0	3·30	2·30	1·65
11	4·10	2·80	2·05	3·40	2·35	1·70
12	4·20	2·90	2·10	3·50	2·40	1·75
13	4·30	2·95	2·15	3·60	2·45	1·80
14	4·45	3·0	2·20	3·70	2·50	1·85
15	4·55	3·05	2·30	3·80	2·55	1·90
16	4·70	3·10	2·35	3·90	2·60	1·95
17	4·85	3·25	2·40	4·05	2·70	2·0
18	5·05	3·35	2·50	4·20	2·80	2·10
19	5·20	3·50	2·60	4·35	2·90	2·15
20	5·40	3·60	2·70	4·50	3·0	2·25
21	5·50	3·65	2·75	4·60	3·05	2·30
22	5·65	3·80	2·80	4·70	3·15	2·35
23	5·75	3·85	2·90	4·80	3·20	2·40
24	5·90	3·95	2·95	4·90	3·30	2·45
25	6·0	4·0	3·0	5·0	3·35	2·50
26	6·10	4·15	3·05	5·10	3·45	2·55
27	6·25	4·20	3·10	5·20	3·50	2·60
28	6·35	4·30	3·20	5·30	3·60	2 65
29	6·50	4·40	3·25	5·40	3·65	2·70
30	6·60	4·50	3·30	5·50	3·75	2·75
31	6·70	4·55	3·35	5·60	3·80	2·80
32	6·85	4·70	3·40	5·70	3·90	2·85
33	6·95	4·75	3·50	5·80	3·95	2·90
34	7·10	4·85	3·55	5·90	4·05	2·95
35	7·20	4·90	3·60	6·0	4·10	3·0
36	7·30	5·05	3·65	6·10	4·20	3·05
37	7·45	5·10	3·70	6·20	4·25	3·10
38	7·55	5·20	3·80	6·30	4·35	3·15
39	7·70	5·30	3·85	6·40	4·40	3·20
40	7·80	5·40	3·90	6·50	4·50	3·25
41	7·90	5·45	3·95	6·60	4·55	3·30
42	8·05	5·60	4·0	6·70	4·65	3·35
43	8·15	5·65	4·10	6·80	4·70	3·40
44	8·30	5·75	4·15	6·90	4·80	3·45
45	8·40	5·80	4·20	7·0	4·85	3·50
46	8·50	5·95	4·25	7·10	4·95	3·55
47	8·65	6·0	4·30	7·20	5·0	3·60
48	8·75	6·10	4·40	7·30	5·10	3·65
49	8·90	6·20	4·45	7·40	5·15	3·70
50	9·0	6·30	4·50	7·50	5·25	3·75
51	9·10	6·35	4·55	7·60	5·30	3·80
52	9·25	6·50	4·60	7·70	5·40	3·85

Approved to be annexed to our decree of this date.

Brussels, 20th March 1866.

The Minister of Public Works,

Jules Vanderstichelen.

No. 92.

Modifications in the Passenger Tariff—Fourth Direction.

Order of Service.—First Supplement.

The 22nd April 1866.

The ministerial decree of 20th March ultimo, R. No. 744, importing modifications in the passengers' tariff, is to be put in force on the 1st of May next.

I particularly call the attention of station masters to the following arrangement:—

1st. The actual fares for journeys of 35 kilometres and less are for the present not to undergo any alteration.

Beyond 35 kilometres the fares are established by leagues.

2nd. Third-class carriages will be added to those express trains to be enumerated.

Express third-class tickets will be printed on grey cards.

3rd. Passengers' fares will be fixed for distances beyond 35 kilometres by the legal distances indicated in the goods tariff, of which a new edition will be published before the 1st May.

4th. In consequence of the decision to that effect of the minister, the distances have been fixed in this new edition as though the line from Brussels to Louvain were already open for traffic. The distance between these two stations has in consequence been reduced to 30 kilometres (six leagues).

Similar reductions have also been made—

a. Between Brussels and the places beyond Louvain.
b. Between Louvain and the places beyond Brussels.
c. Between the places, the traffic of which will in future pass in transit on the line from Brussels to Louvain.

A great number of distances between stations on other lines having also been rectified, on and after the 1st of May the old editions may no longer be used of the tariff of goods in the internal service of the State.

5th. Every station will receive from the central administration, 4th direction, a table indicating the passenger fares to all the destinations to which direct through tickets may be issued.

The actual prices retained are inscribed in black ink on this table, the altered ones in red ink.

It will thus be easy to find out by inspection of this table for which stations the fares on the tickets must be corrected.

The chefs of the station must proceed *at once* to the verification of the table in question.

They will thus satisfy themselves that the fares in black ink are really the actual ones on the tariff, and the fares in red ink correspond with the provisional table, supplement II. of the decree of 20th March, applied according to the distances indicated in the new freight tariff.

They will perceive that, from the break of continuity at Brussels, this tariff cannot give them applicable distances when for the transport of goods the direction is by the stations of the north and the south at Brussels.

For instance:—

From Brussels North to Ath.

The direction is by Brussels—south—Enghien, and the distance is 11 leagues for freight.

The direction is by Denderleeuw, and the distance is 13 leagues for passengers.

In case of specie, the applicable distances must be verified by adding together the distance in metres from the arrival station and the departure station to an intermediate station on the route.

In the conversion in leagues of the distance in metres thus arrived at, fractions of 100 metres will count for 100 metres.

Example:—

From Brussels Nord to Ath.

Brussels to Denderleeuw	-	23,905 m.
Denderleeuw to Ath	- -	39,587 „
Total	-	63,492 m.

or 63,500 metres=13 leagues.

7. After verification of the table tariff of passengers in the manner indicated above the chiefs of stations will order the number of copies necessary to give one to each ticket clerk, and also one to be fixed at each ticket window for the information of the public.

The printed forms necessary for this purpose will be sent them in due time.

The minute of the table tariff must be returned in the shortest possible time to the 4th direction to serve in printing the general tariff.

Every error discovered should be marked urgent.

8. The old regulations respecting the validity of the same tickets for two directions remain in force.

Therefore in this respect the order of service, No. 182 of 1862, and the special order, No. 188 of the 10th July 1862, will be adhered to.

Passengers leaving stations on the one hand between Mons and Quiévrain, and between Ecaussines and Namur on the other, and *vice versâ*, may equally continue to take the road by Braine or by La Louvière.

9. For the above cases not provided for tickets may be issued by the longer route at the price of the shorter route when the difference of distance between the two routes does dot exceed two leagues.

Example,
From Courtray to Ninove,
By Ghent, is 17 leagues.
By Tournay and Ath, is 19 leagues.

Passengers may go from Courtray to Ninove by either of the two routes at the fare of the shorter, 17 leagues.

In case the difference of distance is more than two leagues, and the passenger requires a ticket by the longer route, a special ticket must be given him calculating the price by this distance.

Example,
From Courtray to Ath.
By Tournay, 13 leagues.

By Ghent,	Courtray to Denderleeuw	77,123 m.
	Denderleeuw to Ath	- 39,587 „
		116,710

or 23 leagues.

The passenger desiring to go from Courtray to Ath by Denderleeuw must pay his fare calculated on the distance of 23 leagues.

NOTE.—It is well understood that such demands must only be complied with when it is in the interest of the passenger to take the longer route by reason of the time of departure or of the coincidence of trains.

The prices thus composed are stated in the tariff for the principal connexions.

If a traveller has to effect his journey partly by express and partly by ordinary train an express ticket must be given him for the whole distance.

10. Children of less than eight years old, soldiers, and civic guards travelling in corps or in detachment, societies travelling in corps, will in future enjoy a reduction of 25 per cent. on the fares of the definitive table, Supplement No. I. to the decree of 20th March.

The table annexed to the present order gives the prices applicable to transports reduced by 25 per cent.

This table will be in force from 1st May, even for distances of less than 35 kilometres according to the distances in leagues of the new goods tariff, and in the manner sketched out in Articles 6 and 9 of the present order in case the passenger take another than the direct route.

In order to avoid searches at the time of distribution of tickets at reduced rates it is recommended to those whom it concerns to inscribe on the back of the lid of each box of tickets the prices to be charged for the cases in question.

The former reductions on the fares of travellers hereinafter stated are abrogated:

Officers, petty officers, and soldiers travelling alone.
Officers, petty officers, and sailors of the royal navy.
Officers of the staff of the civic guard.
Gendarmes travelling on military service.
Conductors of artillery, hospital servants, and servants of military bakeries.
Nuns and priests of all denominations.
Dramatic artists, circus entrepreneurs, and open theatres travelling in parties of less than 20.

(*Note.*)—When there are 20 persons or more, these travellers are considered as societies travelling in corps.

And, generally, travellers of every description who have not an authorization of subsequent date to that of this order.

All these travellers will pay, on and after the 1st of May, the ordinary tariff fares.

No alteration is made in the conditions for carrying the baggage, horses, and furniture of officers, or the horses and materials of managers of circuses and itinerary theatres.

These transports will continue subject to the instructions actually in force.

Prisoners and their guard will also continue to be carried according to the subscribed conditions agreed between the departments of justice and of public works.

11. Electors only, provided with their ticket of convocation, will be entitled to a reduction of 50 per cent. on the fares of the definitive table.

12. Nothing is changed in the arrangements of account in force for transport at reduced prices.

13. Seeing the impossibility of immediately replacing all the tickets in stock for journeys of 35 kilometres, the prices indicated on the tickets will be altered by hand.

Nevertheless, the station masters will receive a first supply of tickets with the new fares for the most important relations.

The 4th direction will advise them of the orders which have been given.

The bureaux will address to the Conservation du timbre (Stamp office?) orders of urgency for the other destinations.

In the meantime, and to facilitate beforehand the correction by hand of the prices, the station masters are authorized to cancel, according to circumstances, the hundreds or series of tickets not used at the date of the 30th of April instant.

As the offices shall have received the tickets bearing the new prices, they will return to the central administration, 6th direction, the tickets put out of use, accompanied with an inventory in duplicate stating the numbers commencing and finishing the cancelled tickets.

The cancelled tickets will moreover be ascertained at the monthly return of passengers.

14. The reductions granted until now on return tickets, for distances of 35 kilometres and under, are maintained.

15. Travellers having an interest in (ne pas scinder les parcours)? not dividing their journey? it is expressly recommended to give them direct tickets to their final destination, insomuch as they may arrive there by trains leaving on the same day, and composed with carriages of the class indicated on the ticket.

In fault of ordinary tickets special tickets will be delivered.

16. Travellers having to cross Brussels from the station of the North to that of the South, and *vice versâ*, will not receive in any case tickets further than Brussels.

17. The decisions of concessionary companies in what concerns mixed traffic will immediately be made known. The tables of fares to be charged for the said journeys will also be sent to the stations interested.

18. No modification is introduced in the tariff prices of international services.

19. The existing tariff of baggage is maintained as it was.

20. The tables of division in the mixed travellers' tariff, also those indicating the portions due to the concession companies, of which the lines are used by the administration of the railways of the State, will ultimately be published.

I count on the devoted assistance of the chiefs of service and of the stations to ensure the good carrying out of the measures decreed by the minister.

Any complaints of the public, or any difficulty which might accrue in the application of these measures, will immediately be submitted to me.

The Director-General.
FASSIAUX.

TABLE of Passenger Fares, with a reduction of 25 per cent. on the definitive prices.

Distance in Leagues.	Express.			Ordinary.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
1	0·25	0·20	0·15	0·20	0·15	0·10
2	0·50	0·35	0·25	0·45	0·30	0·20
3	0·80	0·50	0·40	0·65	0·45	0·35
4	1·10	0·70	0·50	0·90	0·60	0·45
5	1·35	0·90	0·65	1·10	0·75	0·55
6	1·60	1·10	0·80	1·35	0·90	0·65
7	1·85	1·25	0·95	1·55	1·05	0·80
8	2·15	1·40	1·10	1·80	1·20	0·90
9	2·45	1·60	1·20	2·0	1·35	1·0
10	2·70	1·80	1·35	2·25	1·50	1·10
11	2·85	1·85	1·40	2·35	1·55	1·15
12	2·95	2·0	1·50	2·45	1·65	1·25
13	3·10	2·05	1·55	2·60	1·70	1·25
14	3·20	2·15	1·60	2·70	1·80	1·35
15	3·35	2·25	1·65	2·80	1·85	1·40
16	3·50	2·30	1·75	2·90	1·95	1·45
17	3·65	2·45	1·80	3·05	2·0	1·50
18	3·80	2·50	1·85	3·15	2·10	1·55
19	3·90	2·60	1·95	3·25	2·15	1·60
20	4·05	2·70	2·0	3·35	2·25	1·70
21	4·10	2·75	2·05	3·45	2·30	1·70
22	4·25	2·85	2·10	3·50	2·35	1·75
23	4·30	2·90	2·15	3·60	2·40	1·80
24	4·40	2·95	2·20	3·65	2·45	1·85
25	4·50	3·0	2·25	3·75	2·50	1·85
26	4·55	3·10	2·30	3·80	2·60	1·90
27	4·70	3·15	2·30	3·90	2·60	1·95
28	4·75	3·20	2·40	3·95	2·70	2·0
29	4·85	3·30	2·45	4·05	2·75	2·0
30	4·95	3·35	2·45	4·10	2·80	2·05
31	5·0	3·40	2·50	4·20	2·85	2·10
32	5·15	3·50	2·55	4·25	2·90	2·15
33	5·20	3·55	2·60	4·35	2·95	2·15
34	5·30	3·65	2·65	4·40	3·05	2·20
35	5·40	3·65	2·70	4·50	3·05	2·25
36	5·45	3·80	2·75	4·55	3·15	2·30
37	5·60	3·80	2·75	4·65	3·20	2·30
38	5·65	3·90	2·85	4·70	3·25	2·35
39	5·75	3·95	2·90	4·80	3·30	2·40
40	5·85	4·05	2·90	4·85	3·35	2·45
41	5·90	4·10	2·95	4·95	3·40	2·45
42	6·05	4 20	3·0	5·0	3·50	2·50
43	6·10	4·25	3·05	5·10	3·50	2·55
44	6·20	4·30	3·10	5·15	3·60	2·60
45	6·30	4·35	3·15	5·25	3·65	2·60
46	6·35	4·45	3·20	5·30	3·70	2·65
47	6·50	4·50	3·20	5 40	3·75	2·70
48	6·55	4·55	3·30	5·45	3·80	2·75
49	6·65	4·65	3·35	5·55	3·85	2·75
50	6·75	4·70	3·35	5·60	3·95	2·80
51	6·80	4·75	3·40	5·70	3·95	2·85
52	6·95	4·85	3·45	5·75	4·05	2·90

NOTE.—These fares apply to the legal distances indicated in the merchandise tariff.

APPENDIX CV.

LIST of ARBITRATIONS between the POST OFFICE and RAILWAY COMPANIES, showing the date of each Award, the name of the Arbitrators for the Post Office and the Railway Company respectively, and the name of the Umpire, if an Umpire has been appealed to:—

Date of Award.	Name of Railway Company.	Name of Arbitrator on the part of the Post Office.	Name of Arbitrator on the part of the Railway Company.	Name of Umpire (if any).	By whom the award was given.
Jan. 17, 1839	Grand Junction Railway	Lieut. Harness	Mr. Joseph Locke	- - - - - -	Arbitrators.
Mar. 22, „	North Union Railway	Lieut. Harness	Mr. C. Vignoles, C.E.	- - - - - -	Arbitrators.
April 6, „	London and Birmingham	Lieut. Harness	Mr. Larpent	Hon. T. F. Lewis	Umpire.
Dec. 4, 1840	Lancaster and Preston	Lieut. Harness	Mr. Joseph Locke	- - - - - -	Arbitrators.
May 4, 1841	Midland Counties	Lieut. Harness	Mr. C. Vignoles, C.E.	Lieut. Col. H. Jones, R.E.	Umpire.
June 2, „	Hull and Selby	Lieut. Harness	Mr. Locking	Professor Peter Barlow	Umpire.
	Birmingham and Derby	Lieut. Harness	Mr. Stephenson	Sir J. Burgoyne	Umpire.
Aug. 20, „	Manchester and Leeds	Lieut. Harness	Mr. J. Laws	- - - - - -	Arbitrators.
Sept. 11, „	Lancaster and Preston	Lieut. Harness	Mr. J. Locke	- - - - - -	Arbitrators.
Nov. 5, „	Birmingham and Gloucester	Lieut. Harness	Mr. J. Ellis	Sir E. Wilmot	Umpire.
Nov. 23, „	York and North Midland	Lieut. Harness	Mr Robert Stephenson	- - - - - -	Arbitrators.
Nov. 30, „	Grand Junction Railway (Chester and Crewe Services).	Lieut. Harness	Mr. J. Locke	Mr. Wilson Patten	Umpire.
Dec. 11, „	Great North of England	Lieut. Harness	Mr. R. Stephenson, C.E.	- - - - - -	Arbitrators.
Dec. 11, „	York and North Midland	Lieut. Harness	Mr. R. Stephenson, C.E.	- - - - - -	Arbitrators.

Date of Award.	Name of Railway Company.	Name of Arbitrator on the part of the Post Office.	Name of Arbitrator on the part of the Railway Company.	Name of Umpire (if any).	By whom the Award was given.
Feb. 9, 1842	North Midland	Lieut. Harness	Mr. R. Stephenson	Sir F. Smith, Lieut.-Col. R.E.	Umpire.
Feb. 19, „	North Union	Lieut. Harness	Mr. J. Chapman	Mr. D. Maude	Umpire.
Mar. 10, „	Midland Counties (Nottingham and Derby).	Lieut. Harness	Mr. J. Ellis	- - - - - -	Arbitrators.
Mar. 29, „	Glasgow and Ayr	Lieut. Harness	Mr. J. Miller	Mr. J. Wilson Patten	Umpire.
July 28, „	Newcastle and Carlisle	Lieut. Harness	Mr. Blackmore	Mr. Peter Barlow	Umpire.
Aug. 15, „	Edinburgh and Glasgow	Lieut. Harness	Mr. J. Miller	Mr. Cain Kilburn	Umpire.
Aug. 20, „	Hull and Selby	Lieut. Harness	Mr. Locking	Hon. Charles Langdale	Umpire.
Nov. 7, „	Dundee and Arbroath	Lieut. Harness	Mr. Leslie	Mr. T. Henderson	Umpire.
Jan. 16, 1843	Chester and Birkenhead	Lieut. Harness	Mr. R. Stephenson	Sir F. Smith	Umpire.
Mar. 26, „	London and South-western	Lieut. Harness	Mr. J. Locke	Mr. Wilson Patten	Umpire.
May 5, „	Glasgow and Ayr	Lieut. Harness	Mr. J. Miller	Mr. W. Gibson Craig	Umpire.
June 26, „	Edinburgh and Glasgow	Lieut. Harness	Mr. J. Miller	- - - - - -	Arbitrators.
July 4, „	Manchester and Leeds	Lieut. Harness	Mr. J. Laws	- - - - - -	Arbitrators.
July 10, „	Glasgow and Greenock	Lieut. Harness	Mr. J. E. Errington	- - - - - -	Arbitrators.
Oct. 24, „	Hull and Selby	Lieut. Harness	Mr. Locking	Mr. Bethell	Umpire.
Dec. 6, „	York and North Midland	Lieut. Harness	Mr. G. Hudson	Mr. J. Stuart Wortley	Umpire.
Mar. 23, 1844	Eastern Counties	Capt. Harness	Mr. R. Hall	- - - - - -	Arbitrators.
Sept. 17, „	Birmingham and Gloucester	Capt. Harness	Mr. J. Ellis	- - - - - -	Arbitrators.
May 7, 1845	Great Western	Mr. Maude	Mr. Brunel	Mr. G. C. Lewis	Umpire.
May 21, „	Bristol and Gloucester	Capt. Harness	Mr. W. Barlow	Mr. Wilson Patten	Umpire.
May 21, „	Norfolk	Capt. Harness	Mr. G. Bidder	Mr. Wilson Patten	Umpire.
July 26, „	Glasgow and Paisley	Capt. Harness	Mr. J. E. Errington	Mr. H. J. Robertson	Umpire.
Aug. 7, „	Edinburgh and Northern (Granton Pier and Burntisland Ferry).	Capt. Harness	Mr. Hamilton	Mr. Wilson Patten	Umpire.
Nov. 2, 1847	North Western (Blisworth and Peterboro').	Capt. Williams	Mr. G. P. Bidder	- - - - - -	Arbitrators.
Dec. 9, „	Midland	Capt. Williams	Mr. W. Barlow	Mr. Wilson Patten	Umpire.
Feb. 2, 1848	North British	Capt. Williams	Mr. Miller	The Hon. Mr. F. Scott	Umpire.
Mar. 2, „	Lancaster and Carlisle	Capt. Williams	Mr. J. Locke, M.P.	Sir J. Yarde Buller	Umpire.
Mar. 16, „	Londonderry and Enniskillen (Derry and Strabane Dublin Mail Service).	Capt. Williams	Mr. Hemming	Mr. J. Wilson Patten	Umpire.
May 15, „	Great Southern and Western	Capt. Williams	Mr. W. Harding	Mr. H. Martley	Umpire.
June 11, „	Edinburgh and Northern (Granton Pier and Burntisland Ferry).	Capt. Williams	Mr. R. W. Hamilton	Mr. Wilson Patten	Umpire.
June 20, „	Great Western	Capt. Williams	Mr. C. Saunders	Sir W. Molesworth, Bart.	Umpire.
July 1, „	Carlisle, Maryport, and Whitehaven	Capt. Williams	Mr. G. Bidder	Mr. Wilson Patten, M.P.	Umpire.
Aug. 25, „	Lancaster and Carlisle (Lancaster and Preston).	Capt. Williams	Mr. J. Locke	- - - - - -	Arbitrators.
Sept. 19, „	Lancashire and Yorkshire	Capt. Williams	Mr. Hawkshaw	- - - - - -	Arbitrators.
Oct. 9, „	Midland (Lessees of Leeds, Bradford, and Skipton Line).	Capt. Williams	Mr. W. H. Barlow	- - - - - -	Arbitrators.
Nov. 18, „	Dundee and Perth	Capt. Williams	Mr. J. Locke, M.P.	Mr. Wilson Patten	Umpire.
Dec. 4, „	Newcastle and Berwick	Capt. Williams	Mr. Bidder	- - - - - -	Arbitrators.
Dec. 6, „	London and South Western	Capt. Williams	Mr. Locke	- - - - - -	Arbitrators.
Dec. 27, „	Dublin and Drogheda	Capt. Williams	Mr. Wyndham Harding	Right Hon. F. Shaw	Umpire.
Feb. 8, 1849	Midland Great Western	Capt. Williams	Mr. Wyndham Harding	Right Hon. F. Shaw	Umpire.
Feb. 14, „	Caledonian	Capt. Williams	Mr. Locke	- - - - - -	Arbitrators.
Mar. 13, „	Gateshead, Newcastle, and Berwick	Capt. Williams	Mr. G. Bidder	- - - - - -	Arbitrators.
Apr. 26, „	Scottish Central	Capt. Williams	Mr. Locke, M.P.	Mr. Wilson Patten, M.P.	Umpire.
June 11, „	Great Northern	Capt. Williams	Mr. E. Bury	- - - - - -	Arbitrators.
Aug. 25, „	Chester and Birkenhead	Capt. Williams	Mr. F. Webster	Mr. Wilson Patten	Umpire.
Sept. 5, „	Eastern Counties (Ely and Peterborough Service).	Capt. Williams	Mr. G. P. Bidder, C.E.	- - - - - -	Arbitrators.
Oct. 5, „	Edinburgh and Glasgow	Capt. Williams	Mr. J. Monerieff Melville	Mr. Wilson Patten	Umpire.
Dec. 11, „	South Devon	Capt. Williams	Mr. I. K. Brunel, C.E.	Rt. Hon. J. Nicholl, LL.D., M.P.	Umpire.
Dec. 24, „	Great Southern and Western	Capt. Williams	Mr. Wyndham Harding	Mr. Jonathan Henn, Q.C.	Umpire.
Feb. 2, 1850	East Lancashire	Capt. Williams	Mr. J. E. Errington	Mr. Wilson Patten, M.P.	Umpire.
Mar. 5, „	Dundee and Arbroath (to Dundee, Perth, and Aberdeen Railway Junction Company).	Capt. Williams	Mr. John Shiell	Mr. Wilson Patten, M.P.	Umpire.
April 6, „	North Union	Capt. Williams	Capt. Huish	Lord Wrottesley	Umpire.
April 19, „	Belfast and Ballymena	Capt. Williams	Mr. John Godwin	Right Hon. F. Shaw	Umpire.
June 17, „	Dublin and Belfast Junction	Capt. Williams	Mr. Mounteforte Longfield, LL.D.	Mr. Jonathan Henn, Q.C.	Umpire.
Aug. 3, „	Shropshire Union	Capt. Williams	Mr. G. P. Bidder	- - - - - -	Arbitrators.
Aug. 14, „	Waterford and Limerick	Capt. Williams	Mr. Wyndham Harding	Mr. Jonathan Henn, Q.C.	Umpire.
Aug. 24, „	Aberdeen	Capt. Williams	Mr. Joseph Locke	- - - - - -	Arbitrators.
Oct. 9, „	Edinburgh, Perth, and Aberdeen	Capt. Williams	Mr. Grainger	Mr. R. Marshall	Umpire.
Oct. 24, „	Lancaster and Carlisle	Capt. Williams	Capt. Huish	Sir J. E. Graham, Bart., M.P.	Umpire.
Nov. 1, „	Maryport and Carlisle	Capt. Williams	Mr. George Cowen	Mr. H. A. Aglionby	Umpire.
Nov. 6, „	Belfast and Ballymena	Capt. Williams	Mr. John Godwin, C.E.	Right Hon. F. Shaw	Umpire.
Nov. 26, „	South-eastern Railway	Capt. Williams	Mr. W. Quilter	- - - - - -	Arbitrators.
Jan. 6, 1851	Ulster	Capt. Williams	Mr. J. W. Murland	- - - - - -	Arbitrators
	Dundalk and Enniskillen	Capt. Williams	Mr. G. W. Hemans, C.E.	Sir J. Young, Bart., M.P.	Umpire.
Jan. 30, „	Londonderry and Enniskillen	Capt. Williams	Mr. J. Godwin	Mr. S. Wensley Blackall, M.P.	Umpire.
Feb. 21, „	Whitehaven Junction	Capt. Williams	Mr. James McGregor	- - - - - -	Arbitrators.
May 20, „	Maryport and Carlisle	Capt. Williams	Mr. George Cowen	- - - - - -	Arbitrators.
June 5, „	Aberdeen	Capt. Williams	Mr. J. E. Errington, C.E.	- - - - - -	Arbitrators.
June 25, „	East Lancashire	Capt. Williams	Mr. C. W. Eborall	- - - - - -	Arbitrators.
June 30, „	South Devon	Capt. Williams	Mr. I. K. Brunel, C.E.	Sir J. Buller Yarde Buller, Bart., M.P.	Umpire.
July 12, „	Chester and Holyhead	Capt. Williams	Mr. Wyndham Harding	Mr. J. A. Roebuck, M.P.	Umpire.
Dec. 31, „	Scottish Midland	Capt. Williams	Mr. J. E. Errington, C.E.	Mr. J. Wilson Patten, M.P.	Umpire.
Jan. 22, 1852	East Lancashire	Capt. Williams	Mr. C. W. Eborall	- - - - - -	Arbitrators.
Jan. 22, „	Dublin and Drogheda	Capt. Williams	Mr. Wyndham Harding	Mr. W. H. Watson, Q.C.	Umpire.
Feb. 27, „	North British	Capt. Williams	Mr. John Miller, C.E.	Lord James Stuart, M.P.	Umpire.
April 24, „	Dundee, Perth, and Aberdeen	Capt. Williams	Mr. John Shiell	Lord Duncan	Umpire.
July 13, „	South Wales	Capt. Williams	Mr. I. K. Brunel, C.E.	Sir J. B. Yarde Buller, Bt., M.P.	Umpire.

Date of Award.	Name of Railway Company.	Name of Arbitrator on the part of the Post Office.	Name of Arbitrator on the part of the Railway Company.	Name of Umpire (if any).	By whom the Award was given.
Aug. 14, 1852	Irish South-eastern	Capt. Williams	Mr. J. W. Murland	Mr. Jonathan Henn, Q.C.	Umpire.
Aug. 31, „	East Lancashire	Capt. Williams	Mr. C. W. Eborall	- - - - - -	Arbitrators.
Sept. 18, „	Waterford and Kilkenny	Capt. Williams	Mr. Louis Vignes	- - - - - -	Arbitrators.
Oct. 5, „	Glasgow and South Western	Capt. Williams	Mr. Blyth	Mr. Gladstone, M.P.	Umpire.
Dec. 13, „	Dundee and Arbroath	Capt. Williams	Mr. R. Baird	- - - - - -	Arbitrators.
Feb. 1, 1853	Dundee, Perth, and Aberdeen (Dundee and Arbroath).	Capt. Williams	Mr. John Shiell	- - - - - -	Arbitrators.
Feb. 4, „	Caledonian	Capt. Williams	Capt. Huish	- - - - - -	Arbitrators.
April 26, „	Waterford and Limerick	Capt. Williams	Mr. J. W. Murland	- - - - - -	Arbitrators.
May 16, „	Waterford and Limerick	Capt. Williams	Mr. J. W. Murland	Mr. Jonathan Henn, Q.C.	Umpire.
	Dublin and Belfast Junction	Capt. Williams	Mr. A. Norman	Dr. Radcliffe	Umpire.
Jan. 25, 1854	Great Western	Capt. Williams	Mr. C. A. Saunders	Lord James Stuart	Umpire.
Jan. 25, „	Bristol and Exeter	Capt. Williams	Mr. J. B. Badham	Lord James Stuart	Umpire.
April 1, „	Dundee, Perth, and Aberdeen	Capt. Williams	Mr. William Thomas	Mr. J. Wilson Patten, M.P.	Umpire.
April 10, „	York, Newcastle, and Berwick	Capt. Williams	Capt. Huish	Marquis of Blandford	Umpire.
June 21, „	North Union	Capt. Williams	Capt. Huish	Lord Eglinton	Umpire.
June 28, „	Aberdeen	Major Williams	Mr. A. Miller	Mr. J. Wilson Patten, M.P.	Umpire.
July 19, „	Edinburgh and Glasgow	Major Williams	Mr. J. M. Melville	Mr. J. Wilson Patten, M.P.	Umpire.
July 20, „	Scottish Midland	Major Williams	Mr. John Stirling	Mr. J. Wilson Patten, M.P.	Umpire.
Dec. 26, „	Dundee and Arbroath	Mr. Alfred Hill	Mr. R. Baird	- - - - - -	Arbitrators.
Jan. 17, 1855	Manchester, Sheffield, and Lincolnshire (New Holland and Hull).	Mr. Gregory	Mr. J. Fowler	- - - - - -	Arbitrators.
April 28, „	Lancester and Carlisle	Mr. A. Hill	Capt. Huish	Mr. George Moffatt, M.P.	Umpire.
July 27, „	North British	Mr. Gregory	Mr. Benjamin H. Blyth	Lord Stanley, M.P.	Umpire.
Aug. 17, „	South Wales	Mr. A. Hill	Mr. F. G. Saunders	Mr. Whitmore	Umpire.
May 10, „	Aberdeen	Mr. A. Hill	Mr. A. Miller	Mr. Charles Vignoles, C.E.	Umpire.
July 5, 1856	Waterford and Limerick	Mr. Gregory	Mr. J. W. Murland	Mr. M. Blakiston, C.E.	Umpire.
July 22, „	Great Northern	Mr. Gregory	Mr. Seymour Clarke	Mr. John Hawkshaw, C.E.	Umpire.
July 31, „	Aberdeen	Mr. A. Hill	Mr. A. Miller	Mr. Scholefield, M.P.	Umpire.
Sept. 13, „	North Union	Mr. Gregory	Capt. Huish	Mr. J. E. Errington	Umpire.
April 9, 1857	North-eastern	Mr. Gregory	Capt. Huish	Sir William Cubitt	Umpire.
Jan. 8, 1858	Great Western	Mr. Gregory	Mr. C. A. Saunders	The Right Hon. Sir John Patteson.	Umpire.
July 14, „	Great Southern and Western	Mr. A. Hill	Mr. Joshua Clarke	Mr. Hargreaves, Q.C.	Umpire.
July 27, „	Dublin and Belfast Junction	Mr. A. Hill	Mr. A. Norman	Mr. Hargreaves, Q.C.	Umpire.
July 27, „	Dublin and Drogheda	Mr. A. Hill	Mr. S. Ferguson	Mr. Hargreaves, Q.C.	Umpire.
May 17, 1859	Ulster	Mr. A. Hill	Mr. James Wm. Murland	Mr. Hargreaves, Q.C.	Umpire.
	Dundalk and Enniskillen				
Sept. 3, „	North-eastern	Mr. Gregory	Capt. Huish	Right Hon. J. Stuart Wortley	Umpire.
Nov. 7, „	Scottish North-eastern Railway	Mr. A. Hill	Mr. Miller	Mr. Vignoles, C.E.	Umpire.
Jan. 1860	Scottish Central	Mr. A. Hill	Mr. T. E. Harrison, C.E.	Mr. T. M. Weguelin	Umpire.
May 28, „	Great North of Scotland	Mr. Gregory	Mr. R. Sinclair	Mr. Edward Woods, C.E.	Umpire.
Oct. 13, „	Inverness and Nairn	Mr. Gregory	The Hon. T. C. Bruce	Mr. Edward Woods, C.E.	Umpire.
Oct. 13, „	Inverness and Aberdeen Junction	Mr. Gregory	The Hon. T. C. Bruce	Mr. Edward Woods, C.E.	Umpire.
May 3, 1861	South Wales	Mr. A. Hill	Mr. Fred. Geo. Saunders	Mr. Russell Gurney, Q.C.	Umpire.
May 16, 1862	Castle Douglas and Dumfries	Mr. A. Hill	Mr. T. E Harrison, C.E.	Col. Wilson Patten, M.P.	Umpire.
May 16, „	Portpatrick	Mr. A. Hill	Mr. T. E. Harrison, C.E.	Col. Wilson Patten, M.P.	Umpire.
Jan. 23, 1864	Scottish Central	Mr. A. Hill	Mr. T. E. Harrison, C.E.	Mr. G. W. Hemans, C.E.	Umpire.
May 18, 1866	Scottish North-eastern	Mr. Gregory	Mr. T. E. Harrison, C.E.	Mr. John Hawkshaw, C.E.	Umpire.

Appendix CW.

Remarks by the Inspector-General of Mails on certain portions of Mr. Allport's Evidence affecting the Postal Service.

Extract from Mr. Allport's Evidence.

The following is the extract of evidence alluded to:—

I wish to make a few remarks on Mr. Frederic Hill's evidence about the Post Office. The effect of Mr. Hill's evidence is to show that if the Government were to take the railways, it would, amongst other things, do away with the difficulty they have in dealing with railways for postal purposes. That is the only point I shall allude to. He alludes to the difficulties of getting arbitrations. Perhaps, in the early history of railways, arbitrations were not so convenient, and not so satisfactory as they might have been; but I think for many years past, with all the larger companies, the Post Office has not had arbitrations to deal with. I do not remember one now for many years certainly with the Midland; and I will say with the North-western, and most of the large companies, it is all done by agreement, and so far from any difficulty being thrown in the way of the Post Office, I believe that we are only too anxious to meet the requirements of the Post Office in every possible way. Speaking on behalf of the Midland, I may state that the payments of the Midland Company are now 44,600*l.* a year, for which we run with trains under notice, that is, the Post Office fixing the times, 537,160 miles per annum; but, in addition to that they have the use of every train upon the Midland railway, goods, minerals, and passengers, to send bags wherever they please. The trains used by the Post Office have a mileage of 1,504,828 miles.

Remarks by the Inspector-General of Mails.

Mr. Allport's object appears to be to show by these figures that the Midland Railway Company were so anxious to settle the payment for mail service by agreement, that when negotiating the last contract, he consented to accept about 8,000*l.* less than the service was actually worth. In order to establish his position he appears to me to have stated the case with much unfairness. The following are the actual facts of the case:—The total payment under the former contract was 35,000*l.* per annum. Under the contract last negotiated the payment was raised to 44,000*l.* per annum. Of this last-named sum 5,000*l.* per annum was, with Mr. Allport's entire concurrence, specially set apart as representing the value of the ordinary train service, the remainder, or 39,000*l.* a year, being allotted to the service performed under legal notice. If the 5,000*l.* set apart for the ordinary train service be reduced to a mileage rate it would give (the number of miles over which mails were conveyed by ordinary trains being estimated at 1,600,000) a rate of $\frac{3}{4}d.$ a mile, whereas Mr. Allport takes the rate for such services at 2*d.* a mile. The difference between these two rates represents a sum of 8,300*l.*, which is near about the sum which Mr. Allport states the company are underpaid.

The number of miles traversed by mail trains under fixed notice is about 452,947 per annum, which gives an average rate of 1*s.* $8\frac{1}{2}d.$, being $2\frac{1}{2}d.$ a mile more than the

Extract from Mr. Allport's Evidence.

We run upwards of 2,000,000 of miles for the sum of 44,600*l.* I have divided that 44,600*l.* between the trains under notice and the ordinary trains. I should say, that the bulk of the trains under notice run during the night. We have very few mail trains running at convenient times for passengers. I find the average of the mail trains will be, including the Post Office payments, about 9*d.* per mile less than the ordinary average of our trains, so that our trains yielding 3*s.* 11*d.*, the mail trains will average about 3*s.* 2*d.*, and that including the postal payment. At 1*s.* 6*d.* per mile that would yield us 40,000*l.*, and taking the ordinary trains at 2*d.* per mile would give us 12,000*l.*, or would be 8,000*l.* more than the Post Office now pay us; but I take 2*s.* per mile, and certainly for a train only yielding 3*s.* 2*d.*, including the Post Office payments, 2*s.* is by no means an extravagant sum to charge for the service, it would then give 66,256*l.* instead of a payment of 44,600*l.*

16,944. (*Lord Stanley.*) Were those terms settled by the Midland by arbitration?—No; we settled them by arrangement; I fixed the terms myself.

16,945. Have you ever had an arbitration with the Post Office?—Not for many years past, not since I rejoined the Midland in 1852, we have had no arbitration whatever with the Post Office.

16,946. (*Capt. Galton.*) The average you receive would appear to be 5*d.* per mile, taking one train with another?—Yes; but it would not be fair to give the same by ordinary passenger and goods trains as well. For instance, we have a train starting to Leeds about two o'clock in the morning, and then one leaves Derby at five o'clock in the morning; it is perfectly clear that nobody will get up to go by that train, and the train frequently runs without passengers.

16,947. I was not intending to imply that you could have a uniform rate for every train, but I was only wishing to point out that you now only do charge on the average of your own trains 5*d.* per mile?—That is so.

16,948. And therefore you run lower than what Mr. Hill suggested should be the average?—I have taken another mode of testing this to show that the Post Office is really, as far as we are concerned, treated better than the public. I set some of our inspectors to ascertain the number of bags which are sent.

16,949. (*Mr. Glyn.*) Have you got the weight?—We could not ascertain the weight.

16,950. You do not weigh them when starting?—No; we never weigh mail bags. I find we are carrying as nearly as possible 700,000 bags a year; that divided by the money gives about 1*s.* 3*d.* per bag, without reference to distance. If a bag is carried from London to Lancaster, or from Leeds to Bristol, it would come to 1*s.* 3*d.* per bag; so that I do not think the postal service is dear. I have every reason to believe this is not a solitary case. I have no doubt that the rates of many of the larger companies are very nearly as low as ourselves.

16,951. (*Chairman.*) Do you think that packages about the same size carried for the public would be charged on the average more than what you receive from the Post Office?—I have no doubt of that, because although some of the bags are small and, perhaps, do not contain more than 200 or 300 letters, others are large sacks, as much as a man can carry on his shoulders. We have had them counted simply as bags. Some of them would contain, perhaps, several thousand letters, and still it only comes to 1*s.* 3*d.*

What the railway companies complain of on the part of the Post Office is, gradually trying to absorb the parcel traffic. The complaints of the public about the deliveries of the post are groundless, because if they like they can have as many deliveries a day as there are trains running. Taking the great bulk of the country districts, there is not more than one delivery per day.

In many of the large towns there is only one delivery per day but the Post Office have the power, if they please to exercise it, of sending bags as many times per day as we have trains running between any two places. So that it is entirely their own laches if they do not have as many deliveries as there are trains.

Remarks by the Inspector-General of Mails.

rate first referred to by Mr. Allport, a rate which I scarcely think he would have adopted at all had he considered it a low rate, although, in order to strengthen his case still further, he afterwards adopts 2*s.* as the rate for such service.

The last arbitration with the Midland Railway Company was in July 1858. Mr. Allport appears to have entirely overlooked this.

I cannot find in Mr. Hill's evidence any suggestion whatever as to what would constitute a fair average.

This is a mere arbitrary statement, and one in which I certainly do not concur. A very large number of mail bags contain as few as from 30 to 50 letters, and the number of bags carried over short distances (say under 50 miles) very largely exceeds the number carried over that distance. I cannot believe that even at the full rate of charge made to the public at large for single parcels the average charge would amount to anything like so much as 1*s.* 3*d.* per bag. But even supposing that it were so, it is obvious that that charge is greatly in excess of what it ought to be, because, in the first place the companies are relieved from the cost of collection and delivery of mail bags, a cost which is unquestionably the chief expense incurred by the companies in respect to ordinary parcels; and in the second place, the extent and regularity of the mail bag service would undoubtedly, in the case of an ordinary customer, be a sufficient inducement to the railway company to undertake the conveyance on terms very much below the rates offered to the public for single parcels.

This ground of complaint is fully dealt with in my evidence before the Royal Commission.

This is not correct. There are, I believe, very few large towns which have not more than one delivery.

(Signed) E. P.

May 31, 1866.

APPENDIX CX.

IRISH RAILWAYS.—GOVERNMENT LOANS.

MEMORIAL of certain of the COMPANIES to the LORDS COMMISSIONERS OF HER MAJESTYS TREASURY, PRAYING FOR LEGISLATION TO ENABLE GOVERNMENT TO LEND MONEY TO PAY OFF THEIR DEBTS, &c. AND FINISH THE CONSTRUCTION OF THEIR RAILWAYS; also FINANCIAL AND STATISTICAL STATEMENT in relation thereto.—April 1866.

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„ „ 5.
„ All.
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MEMORIAL.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The respectful Memorial of the undersigned Irish Railway Companies showeth,—

THAT memorialists, as representatives of a large Irish industrial interest, come before your Lordships.

That memorialists venture to affirm that which will not be denied, that the material prosperity, and consequent peace and happiness of their country, must be based upon reproductive industry as a chief means.

That industrial resources cannot be developed to their fullest extent without that facile and cheap means of transit from place to place to be afforded only by railways *utilised thoroughly*; and therefore that railway communication ought to be encouraged and developed.

That many railways have been constructed with great advantages to the country, but under circumstances of such difficulty, especially in procuring capital (caused by the exceptional condition of this country), as to have left your memorialists without an adequate return on their capital, and subject to engagements bearing exorbitant interest, thus hampering their efforts to extend those advantages.

That your memorialists therefore trust your Lordships will consider their present position as justly deserving of consideration on the part of the Government.

That memorialists are convinced the aid of the State can be given without imposing any burthen on the public.

That the purposes to which State assistance could be most usefully and most easily applied would be—

1st. To relieve companies from the heavy incubus on their resources caused by *exorbitant interest* on bonds, mortgages, preferential or guaranteed shares, and floating debts, which they have been obliged to incur to complete their undertakings (which debts, in many instances, and to a large extent, rest on the personal guarantees of individual directors who have come forward and pledged their private credit for the purpose), in consequence of the impossibility, from the difficult circumstances in which the country is placed, of issuing their shares or securities, unless at a ruinous sacrifice. This relief could be obtained by a Public General Act, empowering the Government to lend, and the companies to borrow, at a reasonable rate of interest, a sum sufficient to pay off the existing liabilities of companies.

2nd. To enable companies, by Government loans, on the same principle, to complete their now authorized, but unfinished, undertakings.

That in return for the boon thus asked, and in order to establish a perfect identity of interests and reciprocity of benefits between the country and the railways, without which neither can prosper, your memorialists are not only willing, but anxious, that their lines of railway shall be utilised for the accommodation of the public by reduced fares and increased facilities.

May it therefore please your Lordships to grant that the administrative and legislative measures necessary to realize the views of your memorialists may be initiated and carried out under the auspices of your Lordships.

And your memorialists will ever pray.

COMMITTEE having CHARGE of MEMORIAL appointed for that purpose by the Conference of Irish Railway Directors held on 26th January 1866.

CHAIRMAN of CONFERENCE, and also of COMMITTEE:

The Most Honourable the MARQUIS OF CLANRICARDE, Chairman of the Parsonstown and Portumna Bridge Railway Company.

Committee.

NAME.	RAILWAY.	
	Official Designation.	Company.
Right Hon. the Earl of Clancarty.	Director -	Midland Gt. Western.
Right Hon. the Earl of Erne.	Chairman -	Dundalk and Greenore.
Right Hon. the Earl of Dunraven.	Director -	Limerick and Foynes.
Right Hon. the Earl of Devon.	Chairman -	Rathkeale and Newcastle Junction.
Lieut.-Gen. Right Hon. Lord Templetown, C.B.	Do. -	Carrickfergus & Larne.
Right Hon. Lord Viscount Lifford.	Do. -	Finn Valley.
Hon. George Handcock, J.P.	Do. -	Belfast and Northern Counties.
Hon. H. Cavendish Butler, J.P., D.L.	Do. -	Irish North-western.

Name.	Railway. Official Designation.	Company.
Major Hon. W. S. Knox, M.P.	Chairman	Portadown, Dungannon, and Omagh.
Sir Colman M. O'Loghlen, Bart., M.P.	Do.	Athenry and Ennis Junction.
Sir Percy Nugent, Bart.	Do.	Dublin, Rathmines, Rathfarnham, and Rathcoole, & Dublin Metropolitan Junction.
Sir James Power, Bart., M.P.	Director	Dublin, Wicklow, and Wexford.
Sir G. C. Colthurst, Bart., M.P.	Do.	Cork and Macroom (Direct).
Sir John Arnott	Chairman	Do.
Sir John Gray, M.P.	Dep. Chairman.	Dublin, Rathmines, Rathfarnham, and Rathcoole, & Dublin Metropolitan Junction.
Sir James Dombrain	Chairman	Waterford & Tramore.
Sir Cusack P. Roney	Do.	Waterford & Wexford.
Thomas Connolly, Esq., M.P.	Do.	Enniskillen, Bundoran, and Sligo.
Col. C. M. Vandeleur, M.P.	Do.	Kilrush and Kilkee.
F. W. Russell, Esq., M.P.	Do.	Dublin Trunk Connecting.
William Dargan, Esq., D.L.	Do.	Dublin, Wicklow, and Wexford.
Joseph Boyce, Esq., D.L.	Do.	Midland Counties and Shannon Junction.
William Kirk, Esq., D.L.	Do.	Newry and Armagh.
Laurence Waldron, Esq., D.L.	Director	Dublin, Wicklow, and Wexford.
William Robert Anketell, Esq., J.P.	Chairman	Belfast and Co. Down.
John Temple Reilly, Esq., D.L., J.P.	Do.	Banbridge Junction.
Fitzherbert Filgate, Esq., J.P.	Do.	Banbridge, Lisburn, and Belfast.
Robert Hall, Esq., J.P.	Do.	Cork, Blackrock, and Passage.
William J. Shaw, Esq., J.P.	Director	Cork and Kinsale Junction.
Arthur H. Pakenham, Esq., J.P.	Chairman	Dublin and Antrim Juncion.
William Malcomson, Esq.	Do.	Waterford & Limerick.
Richard Russell, Esq.	Director	Limerick and Ennis.
Ebenezer Pike, Esq.	Chairman	Cork and Limerick (Direct).
Abraham Stephens, Esq.	Dep. Chairman.	Limerick and Castleconnell.
Denis Kirwan, Esq.	Chairman	Athenry and Tuam.
Samuel Gurney Sheppard, Esq.	Do.	Dublin and Meath.
Hamilton Geale, Esq.	Director	Limerick and North Kerry.
A. J. R. Stewart, Esq.	Chairman	Letterkenny.
J. T. Macky, Esq.	Do.	Londonderry & Lough Swilly.
Francis Shaud, Esq.	Do.	Newry, Warrenpoint, and Rostrevor.
Charles R. Coleman, Esq.	Do.	Waterford & Kilkenny.
F. W. Sedgwick, Esq.	Do.	Waterford and Passage.
E. Corry, Esq.	Director	West Cork.
Joseph Robinson, Esq.	Do.	Limerick and Ennis.
Major L. E. Knox	Do.	Dublin, Rathmines, Rathfarnham, and Rathcoole, & Dublin Metropolitan Junction.
James Delahunty, Esq.	Do.	Kilkenny Junction.
Joseph S. Richardson, Esq.	Do.	Waterford & Limerick.
P. M'Evoy Gartlan, Esq.	Do.	Irish North-western.
Charles Strickland, Esq.	Dep. Chairman.	Sligo and Ballaghadereen.
V. O'B. O'Connor, Esq.	Chairman	Cork and Bandon.
Augustus W. Rixon, Esq.	Director	Newry and Greenore.
Ralph S. Cusack, Esq.	Chairman	Midland Gt. Western.

Secretary to Conference and Committee:

Thomas Naan, Limerick.

FINANCIAL AND STATISTICAL STATEMENT AS TO IRISH RAILWAYS.

1. COMPANIES.

Group.	Memorialists.	No.	No.	No.
1	Whose lines are constructed and opened throughout	20		
2	Whose lines are partly constructed and open	4		
3	Whose lines are not open	20		
	Total Memorialists		44	
	Non-Memorialists.			
4	Whose lines are either working or under construction	12		
	Companies whose circumstances prevent them from joining in the Memorial, viz.:—			
5	Those whose lines have been sold or leased — 4			
	Those whose legal powers have expired or are dormant — 3			
	Neutral (temporarily) — 1			
	Bankrupt — 2			
		10		
	Total Non-Memorialists		22	
	Total number of companies in Ireland (April 1866)			66

2. COMPANIES' NAMES.

Memorialists, Group No. 1.

(*i.e.* whose Lines are constructed and opened throughout).

	Mileage authorized and opened throughout.
1. Athenry and Tuam	15¼
2. Belfast and County Down	44½
3. Banbridge Junction	6¾
4. Banbridge, Lisburn, and Belfast	15
5. Belfast, Hollywood, and Bangor	12
6. Cork, Blackrock, and Passage	6¼
7. Cork and Kinsale Junction	11
8. Cork and Limerick (Direct)	17
9. Cork and Bandon	20
10. Dublin and Meath	35
11. Finn Valley	13¼
12. Irish North-western	85
13. Limerick and Ennis	23¾
14. Limerick and Foynes	26¼
15. Limerick, Castle Connell and Killaloe	13
16. Midland Great Western	246
17. Newry and Armagh	22
18. Waterford and Limerick	77
19. Waterford and Tramore	8
20. Waterford and Kilkenny	31
Total Mileage	728

Memorialists, Group No. 2.

(*i.e.* whose Lines are partly constructed and open).

	Mileage. Authorized.	Open.	Not open.
21. Dublin, Wicklow, and Wexford	118¾	100	18¾
22. Kilkenny Junction	40	19	21
23. Londonderry and Lough Swilly	16	15	1
24. Newry, Warrenpoint, and Rostrevor	9¼	6	3¼
Total Mileage	184	140	44

MEMORIALISTS, GROUP No. 3.
(*i.e.* whose Lines are not opened).

—	Mileage authorized, but not opened.
25. Athenry and Ennis Junction	36
26. Cork and Macroom (Direct)	24¼
27. Dublin, Rathmines, Rathfarnham, and Rathcoole	24
28. Dublin Metropolitan Junction	5½
29. Dublin and Antrim Junction	18½
30. Dublin Trunk Connecting	8½
31. Enniskillen, Bundoran, and Sligo	36
32. Kilrush and Kilkee	8¼
33. Letterkenny	15⅓
34. Limerick and North Kerry	22¾
35. Midland Counties and Shannon Junction	21½
36. Navan and Kingscourt	11
37. Newry and Greenore	15
38. Parsonstown and Portumna Bridge	12
39. Sligo and Ballaghadereen	9½
40. Rathkeale and Newcastle Junction	10
41. Southern	22¼
42. Waterford and Passage	9
43. Waterford and Wexford	35
44. West Cork	33¼
Total Mileage	377½

NON-MEMORIALISTS, GROUP No. 4.
(*i.e.* whose Lines are either working or under construction).

—	Mileage.		
	Authorized.	Open.	Not open.
45. Belfast and Northern Counties	99¾	99¾	
46. Belfast Central	5¾	—	5¾
47. Carrickfergus and Larne	14½	14⅓	—
48. Dublin and Belfast Junction	56	56	—
49. Dublin and Drogheda	75	75	—
50. Dublin and Baltinglass Junction	23¼	—	23¼
51. Dundalk and Greenore	18	—	18
52. Great Northern and Western	103¾	83	20¾
53. Great Southern and Western	387¼	387¼	—
54. Portadown, Dungannon, and Omagh	52⅔	41¼	11¼
55. Ulster	64¼	64¼	—
56. Waterford, Lismore, and Fermoy	59½	—	59½
Total Mileage	974¼	835¾	138½

NON-MEMORIALISTS, GROUP No. 5.
(*i.e.* whose circumstances prevent them from joining in the Memorial, viz. :—

—	Mileage.		
	Authorized.	Open.	Not open.
THOSE WHOSE LINES HAVE BEEN SOLD OR LEASED.			
57. Cork, Youghal, and Queenstown	32½	32½	—
58. Dublin and Kingstown	6	6	—
59. Londonderry and Coleraine	36¼	36¼	—
60. Londonderry and Enniskillen	60	60	—
	134¾	134¾	—
THOSE WHOSE LEGAL POWERS HAVE EXPIRED OR ARE DORMANT.			
61. Downpatrick and Newry	31	—	31
62. Newcastle and Downpatrick	3	—	3
63. Parsonstown and Portumna Bridge Extension	1½	—	1½
	35½	—	35½
NEUTRAL (TEMPORARILY).			
64. Clonmel, Lismore, and Dungarvan	37¾	—	37¾
BANKRUPT.			
65. Bagnalstown and Wexford	42¼	21	21¼
66. Banbridge Extension	12	—	12
	54¼	21	33¼
Total Mileage	262¼	155¾	106½

3. MILEAGE.—APRIL 1866.

MEMORIALISTS.

—	Group 1.	Group 2.	Group 3.	Total.
Completed and working	728	140	—	868
Not completed nor working	—	44	377½	421½
Total authorized Mileage	728	184	377½	1,289½

NON-MEMORIALISTS.

—	Group 4.	Group 5.	Total.
Completed and working	835¾	155¾	991½
Not completed nor working	138½	106½	245
Total authorized Mileage	974¼	262¼	1,236½

TOTAL, IRELAND.

Completed and working	1,859½
Not completed nor working	666½
Total authorized Mileage	2,526

4. AUTHORIZED CAPITAL.—APRIL 1866.

MEMORIALISTS.

—	Group 1.	Group 2.	Group 3.	Total.
	£	£	£	£
Shares	7,903,993	1,720,000	2,998,000	12,621,993
Loans	2,650,345	563,032	1,014,200	4,227,577
Total authorized Capital	10,554,338	2,283,032	4,012,200	16,849,570

NON-MEMORIALISTS.

—	Group 4.	Group 5.	Total.
	£	£	£
Shares	11,270,715	2,464,775	13,735,490
Loans	2,484,566	906,913	3,391,479
Total authorized Capital	13,755,281	3,371,688	17,126,969

TOTAL, IRELAND.

	£
Shares	26,357,483
Loans	7,619,056
Total authorized Capital	33,976,539

CONSTRUCTION ACCOUNT.

MEMORIALISTS, GROUP No. 1.

(*i.e.*, whose Railways are constructed and opened thoughout).

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	4,544,197	
,, Preferential or Guaranteed Shares	1,778,946	
Total received on Shares		6,323,143
Received on Loans from Government	727,298	
,, Debenture Stock	136,296	
,, Ordinary Debentures	2,014,676	
Total Mortgage Loans and Mortgage Stock		2,878,270
Floating Debt		(Not known.)
Total received on Shares and Mortgages (exclusive of Floating Debt)		9,201,413

CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

	£
Shares unissued	1,580,850
	Deduct over-use.
Borrowing Powers not used	27,7925
Total Capital Powers unexercised	1,352,925

MEMORIALISTS, GROUP No. 2.

(*i.e.*, whose Railways are partly constructed and open).

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	773,744	
„ Preferential or Guaranteed Shares	522,897	
Total received on Shares		1,296,641
Received on Loans from Government	165,040	
„ Debenture Stock	Nil.	
„ Ordinary Debentures	331,644	
Total Mortgage Loans and Mortgage Stock		496,684
Floating Debt		(Not known.)
Total raised on Shares and Mortgages (exclusive of Floating Debt)		1,793,325

6. CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

Shares unissued	423,359
Borrowing Powers not used	66,348
Total Capital Powers unexercised	489,707

MEMORIALISTS, GROUP No. 3.

(*i.e.*, whose Lines are not open).

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	585,220	
„ Preferential or Guaranteed Shares	Nil.	
Total received on Shares		585,220
Received on Loans from Government	Nil.	
„ Debenture Stock	Nil.	
„ Ordinary Debentures	99,600	
Total Mortgage Loans and Mortgage Stock		99,600
Floating Debt		(Not known.)
Total received on Shares and Mortgages (exclusive of Floating Debt)		684,820

6. CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

Shares unissued	2,412,780
Borrowing Powers not used	914,600
Total Capital Powers unexercised	3,327,380

ALL MEMORIALISTS, GROUPS Nos. 1, 2, and 3.

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	5,903,161	
„ Preferential or Guaranteed Shares	2,301,843	
Total received on Shares		8,205,004
Received on Loans from Government	892,338	
„ Debenture Stock	136,296	
„ Ordinary Debentures	2,445,920	
Total Mortgage Loans and Mortgage Stock		3,474,554
Floating Debt		(Not known.)
Total received on Shares and Mortgages (exclusive of Floating Debt)		11,679,558

6. CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

	£
Shares unissued	4,416,989
Borrowing Powers not used	753,023
Total Capital Powers unexercised	5,170,012

NON-MEMORIALISTS, GROUP No. 4.

(*i.e.* whose Railways are either working or under construction).

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	7,514,288	
„ Preferential or Guaranteed Shares	1,905,685	
Total received on Shares		9,419,973
Received on Loans from Government	240,273	
„ Debenture Stock	90,867	
„ Ordinary Debentures	1,080,683	
Total Mortgage Loans and Mortgage Stock		1,411,823
Floating Debt		(Not known).
Total received on Shares and Mortgages (exclusive of Floating Debt)		10,831,796

6. CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

Shares unissued	1,850,742
Borrowing Powers not used	1,072,743
Total Capital Powers unexercised	2,923,485

NON-MEMORIALISTS, GROUP No. 5.

(*i.e.* whose circumstances prevent them from joining in the Memorial).

5. EXERCISE OF CAPITAL POWERS TO 31ST DECEMBER 1864.

	£	£
Received on Ordinary Shares	946,075	
„ Preferential or Guaranteed Shares	707,853	
Total received on Shares		1,653,928
Received on Loans from Government	22,941	
„ Debenture Stock	36,310	
„ Ordinary Debentures	624,759	
Total Mortgage Loans and Mortgage Stock		684,010
Floating Debt		(Not known).
Total received on Shares and Mortgages (exclusive of Floating Debt)		2,337,938

6. CAPITAL POWERS UNEXERCISED TO 31ST DECEMBER 1864.

Shares unissued	810,847
Borrowing Powers not used	222,903
Total Capital Powers unexercised	1,033,750

All Non-Memorialists, Groups Nos. 4 and 5.

5. Exercise of Capital Powers to 31st December 1864.

	£	£
Received on Ordinary Shares	8,460,363	
„ Preferential or Guaranteed Shares	2,613,538	
Total received on Shares		11,073,901
Received on Loans from Government	263,214	
„ Debenture Stock	127,177	
„ Ordinary Debentures	1,705,442	
Total Mortgage Loans and Mortgage Stock		2,09, 833
Floating Debt		(Not known).
Total raised on Shares and Mortgages (exclusive of Floating Debt)		13,169,734

6. Capital Powers unexercised to 31st December 1864.

Shares unissued	2,661,589
Borrowing Powers not used	1,295,646
Total Capital Powers unexercised	3,957,235

All Irish Companies.

5. Exercise of Capital Powers to 31st December 1864.

	£	£
Received on Ordinary Shares	14,363,524	
„ Preferential or Guaranteed Shares	4,915,381	
Total received on Shares		19,278,905
Received on Loans from Government	1,155,552	
„ Debenture Stock	263,473	
„ Ordinary Debentures	4,618,076	
Total Mortgage Loans and Mortgage Stock		6,037,101
Floating Debt		(Not known).
Total raised on Shares and Mortgages (exclusive of Floating Debt)		25,316,006

6. Capital Powers unexercised to 31st December 1864.

Shares unissued	7,078,578
Borrowing Powers not used	1,581,955
Total Capital Powers unexercised	8,660,533

7.—WORKING ACCOUNT FOR THE YEAR 1864.

Memorialists, Group 1.

(*i.e.* whose Railways are constructed and opened throughout).

PARTICULARS.		Averages. Per 100*l.* per Annum of Invested Capital (approximate, in every Case *slightly more* than the reality).	Per 100*l.* per Annum of Gross Revenue.	Per Mile Of Railway worked per Annum.	Per Mile Run.	Per Train.
Number of miles worked	722 miles	£	£	£	s. d.	£ s. d.
Number of trains run	102,387 trains					
Mileage of trains	2,525,450 miles					
	£					
Gross revenue	486,002	5·28	—	675	3 10	4 15 0
Working expenses	247,637	2·69	51	344	2 0	2 8 4
Net revenue	238,365	2·59	49	331	1 10	2 6 8

Memorialists, Group 2.

(*i.e.* whose Railways are partly constructed and open).

Number of miles worked	106 miles					
Number of trains run	31,316 trains					
Mileage of trains	478,849 miles					
	£					
Gross revenue	96,307	5·75	—	909	4 0	3 1 6
Working expenses	41,686	2·49	43·28	393	1 9	1 6 7
Net revenue	54,621	3·26	56·72	516	2 3	1 14 11

All Memorialists, Groups 1 and 2.

(Note.—Group 3 not working).

Number of miles worked	828 miles					
Number of trains run	133,703 trains					
Mileage of trains	3,004,299 miles					
	£					
Gross revenue	582,309	5·35	—	703	3 11	4 7 1
Working expenses	289,323	2·66	49⅔	349	1 11	2 3 3
Net revenue	292,986	2·69	50⅓	354	2 0	2 3 10

Non-Memorialists, Group 4.

(*i.e.* whose Railways are either working or under construction).

Number of miles worked	810 miles					
Number of trains run	66,732 trains					
Mileage of trains	3,368,384 miles					
	£					
Gross revenue	843,727	7·79	—	1,042	5 1	12 12 10
Working expenses	391,917	3·62	46½	484	2 4	5 17 6
Net revenue	451,810	4·17	53½	558	2 9	6 15 4

NON-MEMORIALISTS, GROUP 5. (*i.e.* whose circumstances preclude them from joining in the Memorial).

PARTICULARS.		AVERAGES. Per 100*l.* per Annum of Invested Capital (approximate, in every Case *slightly more* than the reality).	Per 100*l.* per Annum of Gross Revenue.	Per Mile of Railway worked per Annum.	Per Mile Run.	Per Train.
Number of miles worked - - miles	135	£	£	£	*s. d.*	£ *s. d.*
Number of trains run - - - trains	51,787					
Mileage of trains - - - miles	699,000					
	£					
Gross revenue - - - - -	155,570	6·65	—	1,152	4 5	3 0 1
Working expenses - - - -	69,290	2·96	44½	513	2 0	1 6 9
Net revenue - - - - -	86,280	3·69	55½	639	2 5	1 13 4

ALL NON-MEMORIALISTS, GROUPS 4 and 5.

Number of miles worked - - miles	945					
Number of trains run - - - trains	118,519					
Mileage of trains - - - miles	4,067,384					
	£					
Gross revenue - - - - -	999,297	7·58	—	1,057	4 11	8 8 8
Working expenses - - - -	461,207	3·50	46⅛	488	2 3	3 17 10
Net revenue - - - - -	538,090	4·08	53⅝	569	2 8	4 10 10

ALL IRISH RAILWAY COMPANIES.

Number of miles worked - - miles	1,773					
Number of trains run - - - trains	252,222					
Mileage of trains - - - miles	7,071,683					
	£					
Gross revenue - - - - -	1,581,606	6·54	—	892	4 6	6 5 5
Working expenses - - - -	750,530	3·11	47½	424	2 2	2 19 7
Net revenue - - - - -	831,076	3·43	52½	468	2 4	3 5 10

APPROPRIATION OF NET REVENUE FOR THE YEAR 1864 (APPROXIMATE).

	£	£
Gross Revenue - - -		1,581,606
Deduct Working Expenses - -		750,530
Net Revenue - - - -		831,076
CHARGES ON NET REVENUE.		
Interest on Debentures and Debenture Stock - - - -	270,643	
„ on Floating Debt (not published in a collected form) -	(Not known).	
Dividend on Preference Shares -	170,939	
„ on Ordinary Shares - -	427,267	
Total Charges on Net Revenue (exclusive of Interest on Floating Debt) -		868,849
Leaving a Net Deficiency (besides Interest on Floating Debt) of - -		37,773

INTEREST ON DEBENTURE AND DEBENTURE STOCK was thus apportioned.

£		
1,715	received	2 per cent.
33,175	„	2½ „
94,166	„	3 „
470,139	„	3½ „
1,155,382	„	4 „
567,691	„	4½ „
54,650	„	4⅝ „
1,451,823	„	4½ „
95,925	„	4¾ „
1,890,547	„	5 „
53,433	„	5½ „
127,605	„	6 „
408,50	„	6¾ „
Total - 6,037,101	received average interest	4½ per cent.

INTEREST ON FLOATING DEBT.

Its apportionment cannot be analysed, as the amount of neither the principal nor interest is published, but that information, as well as several other necessary details, could be obtained from the companies, if required by Government or Parliament.

The interest on floating debt, however, is beyond all question (in proportion to the amount of the debt) much the heaviest incumbrance on the resources of the companies.

DIVIDEND ON PREFERENCE SHARES was thus apportioned.

£		
1,126,340	received	"Nil."
196,885	„	1½ per cent.
1,622,918	„	4 „
150,800	„	4½ „
1,078,273	„	5 „
168,000	„	5⅓ „
48,000	„	5½ „
524,165	„	6 „
Total - 4,915,381	received average dividend	3½ per cent.

DIVIDEND ON ORDINARY SHARES was thus apportioned.

£		
2,984,751	received	"Nil."
549,512	„	¾ per cent.
211,816	„	2 „
332,048	„	2¾ „
2,508,041	„	3 „
873,500	„	3½ „
556,703	„	3½ „
1,205,173	„	4 „
4,791,980	„	4½ „
350,000	„	9 „
Total - 14,363,524	received average dividend	3 per cent.

INTEREST AND DIVIDEND SUMMARY.

—	Principal.	Average Per-centage of Interest or Dividend.
	£	£
Debentures and Debenture Stock	6,037,101	4½
Preference Shares - -	4,915,381	3½
Ordinary Shares - -	14,363,524	3
Total (exclusive of Floating Debt) - - -	25,316,006	3½

THOMAS NAAN, Secretary to Irish Railway Directors' Conference.

Limerick, 27th April 1866.

APPENDIX CY.

ADDENDUM TO MR. LOW'S EVIDENCE.

SIR, Bristol, 19th June 1866.

I AM directed by the Committee of this Chamber, with reference to the evidence given by Mr. Charles Hoskins Low before the Royal Commissioners on Railways on the 1st of March last, to forward to you the enclosed copies of letters from Mr. J. Hearne, the goods manager of the Great Western Railway Company at Bristol, and of the reply of the Committee thereto, with a request that you will be pleased to lay the same before the Commissioners at their next meeting. I am, &c.

LEONARD BRUTON,
Secretary.

William Pole, Esq.,
Secretary to the Royal Commission on Railways,
House of Lords, Westminster.

Great Western Railway, District Goods Manager's Office,
Bristol, June 15, 1866.

Timber and Deal Rates from Bristol and Gloucester and Newport.

DEAR SIR,

WITH reference to my interview with the Chairman and Vice-Chairman of the Bristol Chamber of Commerce on the 7th March last, when they complained of the rates charged from Newport and Gloucester being proportionately lower than those charged from scale, there are some slight discrepancies, but as many in favour of Bristol as Gloucester.

The Newport rates are no doubt based on a lower scale, but they have been in operation a long time, and according to the return above alluded to, are clearly without any prejudicial effect to Bristol.

I trust this explanation will convince the timber merchants of Bristol that they are at no disadvantage with respect to rates, and as regards station accommodation and prompt attention I venture to hope that they have now nothing to complain of. I am, &c.

L. Bruton, Esq.,
Secretary, Bristol Chamber of Commerce.

J. HEARNE.

Bristol Chamber of Commerce,
52, Queen Square, Bristol, 19th June 1866.

Timber and Deal Rates.

DEAR SIR,

I HAD the pleasure of laying your letter of the 15th inst. before the Committee of this Chamber at their meeting to-day. In reply I was desired to say that the Committee regret they cannot consider the explanation by any means satisfactory, and to express their hope that your Company will reduce their rates from Bristol and Gloucester to those of Newport and Cardiff, pro rata according to the mileage. I am, &c.

J. Hearne, Esq.,
Great Western Railway,
Goods Department, Bristol.

LEONARD BRUTON,
Secretary.

APPENDIX CZ.

STATEMENT of BROAD and MIXED GAUGE LINES, of NARROW GAUGE LINES belonging to the GREAT WESTERN RAILWAY COMPANY, and LIST of PLACES where BROAD and MIXED GAUGE LINES meet NARROW GAUGE.

(*See also Map, Appendix* DA.)

June 23rd, 1866.

LIST of PLACES where the BROAD and NARROW GAUGE LINES meet.

Place.	Name of Narrow Gauge Railway.
Uxbridge	Authorized Rickmansworth Railway.
Aylesbury	London and North-western Railway.
"	Aylesbury and Buckingham Railway.
Bruton	Somerset and Dorset Railway.
Radstock	North Somerset (authorized as broad gauge, but being made narrow).
Salisbury	London and South-western Railway.
Dorchester	Ditto ditto.
Bristol	North Somerset Railway.
"	Midland. (The line between Bristol and Gloucester is on the mixed gauge, but is worked on the narrow only.)
Pewsey	Wiltshire Railway (authorized).
Oxford	London and North-western Railway.
"	Oxford and Worcester line of Great Western Railway.
Faringdon	Authorized East Gloucestershire Railway (which may be constructed as mixed gauge on certain conditions).
Hereford	Shrewsbury and Hereford Railway.
"	Newport, Abergavenny, and Hereford Railway.
"	Hereford, Hay, and Brecon Railway.
"	Worcester and Hereford line of Great Western Railway.
Gloucester	Worcester and Dean Forest Railway (under construction).
"	Midland Railway.
Bullo Pill (near)	Severn Junction Railway (authorized).
Newport	Monmouthshire Railway.
"	Pontypool, Caerleon, and Newport (authorized).
Cardiff	Taff Vale Railway.
Swansea	Swansea Vale Railway.
"	Llanelly Railway.
Carmarthen	Manchester and Milford Railway.
"	Llandilo Railway.
Whitland	Pembroke and Tenby Railway.
Merthyr	Brecon and Merthyr Railway.
Christian Malford	North Wiltshire Railway (authorized).
Chard	London and South-western Railway.
Yeovil	Ditto ditto.
Yeovil (Bristol and Exeter).	Ditto ditto.
Highbridge	Somerset and Dorset, worked as narrow only; mixed gauge from Burnham to Glastonbury and Wells.
Wells	Somerset and Dorset (worked as narrow).
Tiverton	Exe Valley (if passed).

Place.	Name of Narrow Gauge Railway.
Exeter	London and South-western Railway.
Lidford	Devon and Cornwall.
Launceston	Ditto ditto.
Bodmin	Ditto ditto.
Truro	Ditto ditto.
"	West Cornwall (the broad gauge is being put down on this line).
Plymouth	Devon and Cornwall.
Basingstoke	London and South-western Railway.
Dorchester	Ditto ditto.
West London Junction.	London and Brighton Railway.
	London and South-western Railway.
	London, Chatham, and Dover Railway.
Brentford	London and South-western Railway.
Richmond (authorized, but not constructed).	Ditto ditto.
Reading	Ditto ditto.
"	South-eastern.
Oxford	Oxford and Worcester line of Great Western Railway.
Stratford	Honeybourne Branch of Great Western Railway.
Banbury	London and North-western.
Leamington	Ditto ditto.
Bordesley	Midland Railway.
Wednesbury	London and North-western.
Swan Village	Dudley Branch.
Handsworth	Stourbridge Railway.
Wolverhampton	London and North-western Railway.
"	Shrewsbury Branch of Gt Western Railway.
"	Cannock Chase Railway (authorized).
"	Wolverhampton and Walsall Railway (authorized).
"	Oxford, Worcester, and Wolverhampton Section of Great Western Railway.
Cheltenham	Midland Railway.
"	East Gloucestershire.
Middle Duffryn	Taff Vale Extension of Great Western Railway.
Yeoford	Devon and Cornwall.
Glastonbury	Narrow gauge portion of Somerset and Dorset Railway.
Victoria	London, Chatham, and Dover.
"	London and Brighton.
Aldersgate Street	Metropolitan narrow gauge portion.
Farringdon Street	London, Chatham, and Dover.
Hammersmith	London and South-western (authorized).

SUMMARY of LENGTHS of BROAD, MIXED, and NARROW GAUGE LINES belonging to RAILWAYS not exclusively Narrow Gauge.

Name of Railway.	Broad Gauge.	Mixed Gauge.	Narrow Gauge.	Total Length of Railway.
Great Western lines and lines leased or worked by that company, including Vale of Neath, open.	592 24	225 27	422 77	1,240 48
Ditto (under construction)	—	—	39 2	39 2
Lines leased or worked by Great Western and other companies jointly.	—	15 77	111 66	127 63
Bristol and Exeter, open	121 70	—	—	121 70
Ditto (under construction and authorized)	81 24	—	—	81 24
South Devon, open	98 16	—	—	98 16
Ditto (under construction and authorized)	24 44	—	—	24 44
Cornwall, open	65 45	—	—	65 45
Ditto (under construction and authorized)	28 70	—	—	28 70
West Cornwall (at present worked narrow gauge, but will shortly be mixed).	—	30 40	—	30 40
Somerset and Dorset	—	19 0	48 20	67 20
Midland	—	28 1	623 59	651 60
South Wales Mineral	12 0	—	—	12 0
Forest of Dean Central	5 0	—	—	5 0
Carmarthen and Cardigan	20 24	—	—	20 24
Pembrey	0 40	—	—	0 40
Llanelly	0 40	—	—	0 40
Swansea Vale	—	2 0	—	2 0
Port Talbot	1 0	—	—	1 0
Pyle	1 40	—	—	1 40
Llynvi Valley	13 40	15 40	—	29 0
Forest of Dean (Crawshay's)	1 40	—	—	1 40
Ditto (Goold's)	0 40	—	—	0 40
North Devon	—	40 36	—	40 36
Bideford Extension	—	6 4	—	6 4
Metropolitan	—	4 8	0 34	4 42
	1,068 77	386 73	1,246 18	2,702 8

LENGTH of BROAD GAUGE RAILWAYS.

FROM.	TO.	Miles.	Chains.
Didcot	Bristol	64	60
Southcot	Hungerford	23	61
Swindon	Tetbury Road and Gloucester.	36	70
Kemble	Cirencester	4	26
Thingley	Frome	19	23
Radstock Branch		7	78
Westbury	Salisbury	24	42
Frome	Dorchester	46	53
Bradford	Bathampton	9	20
Devizes	Holt	8	19
Bridport Branch		9	20
Uxbridge Branch		2	40
Wycombe Branch		9	70
Henley Branch		4	47
Witham	Wells	15	0
Abingdon Branch		1	70
Hungerford	Devizes	24	0
Faringdon Branch		4	0
Bristol and South Wales Union		12	0
Wycombe	Thame	14	0
Marlborough Branch		5	40
Thame	Oxford	15	0
Aylesbury Branch		7	0
Ely Valley Branch		10	21
Gloucester	Milford Haven	171	20
Dock Branch	Gloucester	1	20
Hereford	Grange Court	22	40
Forest of Dean Branch		8	9
Cardiff Dock Branch		1	19
Swansea Vale Branch		0	30
" "		1	26
Swansea Coal Branch		0	34
Milford Railway		4	0
Bristol and South Wales Branch		0	74
Bristol and Exeter		75	37½
Clevedon Branch		3	42
Weston Branch		1	40
Yeovil	Durston	20	1½
Chard	Taunton (under construction).	13	16
Tiverton Branch		4	56
Wells	Yatton (under construction).	17	32
Watchett Branch		16	53
Minehead Branch		8	55½
Devon and Somerset (under construction)		42	0¾
Exeter and Plymouth		52	70
Torquay and Dartmouth Branch		13	46
Moretonhampstead Branch (under construction)		12	16
Launceston Branch		31	60
Plymouth	Truro	53	60
Truro	Falmouth	11	65
Bodmin Branch (authorized).		4	20
Kingsbridge Branch (authorized).		12	28
Helstone Branch (authorized).		13	10
Fowey Branch (under construction).		6	40
Redruth	Ponsonooth	5	0
Kidwelly	Limestone Quarry (under construction).	1	40
Carmarthen	Llandysil (4 miles mixed, and the remainder of the mixed gauge is being laid, but all at present is being worked as broad gauge.)	18	64
Bembury Harbour		0	40
Llanelly Dock		0	40
Briton Ferry	Glyncorrwg	12	0
Port Talbot Harbour		1	0
Ryle Station	Mr. Ford's Works	1	40
Bridgend	St. Bride's	3	40
St. Bride's	Up Ogmore Valley	7	40
Ely Valley Extension	Moesleg	2	40
Aure, towards Foxes Bridge		5	0
Bilson	Lightmoor	1	40
"	Crump Meadow	0	40
Nantmelyn Branch		0	22
Junction at North Dock, Swansea		0	10
		1,068	77¼

LENGTH of MIXED GAUGE RAILWAYS.

FROM.	TO.	—	
		Miles.	Chains.
Paddington	Didcot	53	0
Didcot	Wolverhampton	89	9
Reading	Basingstoke	15	73
West London Railway		2	0
Windsor Branch and Fork line		3	3
Brentford Branch		4	0
Stratford Branch		9	20
Bristol Yard		0	40
Dorchester	Weymouth	6	47
Burnham	Glastonbury	13	40
Glastonbury	Wells	5	40
Bristol	Stonehouse	28	1
Cheltenham Branch		7	0
Ely Valley Branch		2	0
Swansea Vale Junction	Swansea Station	2	0
Porth Cawl Harbour	Duffryn Llynvi	15	40
Swansea	Hirwain	23	4
Hirwain	Middle Duffryn Junction.	6	2
Junction at Aberdare	Aberdare Old Station	0	13
Hirwain Branch	Cyfarthfa	6	38
Cyfarthfa	Merthyr	0	78
Amman Branch		5	32
Dare Branch		1	76
Swansea Vale Junction Branch		0	13
Junction at Wind Street, Swansea.	To Junction with South Wales Railway at North Dock.	0	40
Neath Branch		0	71
Neath Old Station	Neath Junction (with South Wales line).	0	36
Bishop's Road	Aldersgate Street	4	8
Green Lane Junction	Hammersmith	2	30
Hammersmith Line	West London (near Uxbridge Road).	0	39
West Cornwall, at present narrow, but being altered to mixed gauge.		30	40
North Devon		40	36
Bideford Extension		6	4
		386	73

LIST of GREAT WESTERN NARROW GAUGE RAILWAYS.

FROM.	TO.	—	
		Miles.	Chains.
Shrewsbury and Birmingham and Branches		32	20
Shrewsbury and Chester and Branches		58	45
Wolvercote	Worcester	54	20
Worcester	Priestfield	37	0
"	Shelwick	27	0
Hartlebury	Shrewsbury	40	40
Worcester Yard		1	40
Leominster	Kington	13	60
Witney Branch		8	20
Bourton Branch		6	60
Chipping Norton Branch		4	40
Moreton and Shipton Tramways.		18	60
Stratford	Honeybourne	8	20
Stourbridge Branches		3	20
Stourbridge Extension (under construction).		5	0
Kingswinford Branch		3	0
Much Wenlock Branch		3	20
Tenbury and Bewdley		15	40
Presthope Branch		3	0
Hereford	Coed-y-gric	33	63
Little Mill	Monmouth	17	0
Pontypool	Quaker's Yard	16	7
Quaker's Yard	Middle Duffryn	4	67
Llanhilleth and Rhymney Branches		3	0
Western Valleys Junction		0	50
Taff Vale Junction		0	40
Great Bridge Branch (under construction).		1	47
Wellington	Drayton (under construction).	15	75
Nantwich	Drayton	10	65
Corwen	Bala (under construction).	13	40
		461	79

NARROW GAUGE LINES worked by the GREAT WESTERN jointly with other Companies.

FROM.	TO.	—	
		Miles.	Chains.
Shrewsbury	Hereford	50	58
Wooferton Junction	Tenbury	3	4
Shrewsbury	Welshpool	16	24
Chester	Birkenhead	15	47
Chester	Walton Junction	17	23
Hooton	Helsby	8	70
		111	66

MIXED GAUGE LINES worked by the GREAT WESTERN jointly with other Companies.

FROM.	TO.	—	
		Miles.	Chains.
Gloucester	Cheltenham	7	0
Dorchester	Weymouth	6	47
Hammersmith Railway		2	30
		15	77

APPENDIX — B. A.

MAP SHOWING THE DISTRIBUTION OF BROAD & MIXED GAUGE LINES IN THE WEST OF ENGLAND.

IRISH SEA
ST GEORGES CHANNEL
BRISTOL CHANNEL
ENGLISH CHANNEL
CARDIGAN BAY
CAERNARVON BAY
Menai Strait
St Georges Channel
138 miles
64 miles
319 miles
140 miles
85 miles
DUBLIN
HOLYHEAD
LIVERPOOL
MANCHESTER
LEEDS
HULL
Great Grimsby
Doncaster
Sheffield
Stockport
Preston
River Ribble
Southport
Bradford
Halifax
Huddersfield
Rochdale
Goole
Selby
Keadby
Gainsborough
East Retford
Lincoln
Horncastle
Newark
Mansfield
Grantham
Nottingham
Derby
Stoke
Ashbourne
Ambergate
Buxton
Macclesfield
Congleton
Crewe
Chester
Wrexham
Ruabon
Llangollen
Bala
Corwen
Ruthin
Denbigh
Mold
Rhyl
St Asaph
Abergele
Conway
Llandudno
Bangor
Caernarvon
Port Dinllaen
Pwllheli
Harlech
Barmouth
Dolgelly
Machynlleth
Welshpool
Oswestry
Shrewsbury
Wellington
Stafford
Burton
Lichfield
Tamworth
Leicester
Melton Mowbray
Stamford
Spalding
Boston
Peterborough
March
Ely
Wisbech
Kings Lynn
Wells
Fakenham
Swaffham
Wymondham
Norwich
Great Yarmouth
Lowestoft
Beccles
Thetford
Bury St Edmunds
Newmarket
Cambridge
Huntingdon
St Ives
Kettering
Market Harborough
Luffenham
Uppingham
Rugby
Coventry
Leamington
Warwick
Stratford on Avon
Northampton
Towcester
Bedford
Wellingborough
Aylesbury
Leighton
Hitchin
Hertford
Harlow
Braintree
Maldon
Colchester
Harwich
Ipswich
Hadleigh
Sudbury
Framlingham
Aldeburgh
Saxmundham
Thelnetham
Chelmsford
Southend
RIVER THAMES
Windsor
Reading
Oxford
Abingdon
Wantage
Faringdon
Witney
Chipping Norton
Shipston
Stratford
Evesham
Pershore
Worcester
Droitwich
Kidderminster
Bewdley
Stourbridge
Dudley
Wolverhampton
Walsall
Birmingham
Redditch
Bromsgrove
Tenbury
Ludlow
Craven Arms
Church Stretton
Much Wenlock
Coalport
Broseley
Bridgnorth
Shifnal
Newport
Market Drayton
Whitchurch
Nantwich
Sandbach
Middlewich
Northwich
Knutsford
Warrington
St Helens
Runcorn
Hoylake
Birkenhead
Rhyl
Prestatyn
Mostyn
Flint
Connah's Quay
Hawarden
Chester
Ellesmere
Oswestry
Llanfyllin
Welshpool
Newtown
Montgomery
Llanidloes
Rhayader
Builth
Brecon
Hay
Talgarth
Crickhowell
Abergavenny
Merthyr Tydfil
Pontypridd
Cardiff
Newport
Monmouth
Chepstow
Ross
Hereford
Leominster
Tenbury
Kington
Presteigne
Knighton
Aberystwith
Tregaron
Aberayron
Lampeter
Cardigan
Newcastle Emlyn
Carmarthen
Llandovery
Llandilo Fawr
Llangadock
Brecknock
Swansea
Neath
Port Talbot
Aberdare
Pontypool
Abergavenny
Tredegar
Caerphilly
Penarth
Barry
Cowbridge
Bridgend
Llantrisant
Pontypridd
Merthyr Tydfil
Aberdare
Mountain Ash
Neath
Swansea Bay
Carmarthen Bay
Tenby
Pembroke
Milford
Haverfordwest
St Davids
St Brides Bay
Fishguard
Newport
Cardigan
Milford Haven
Waterford Harbour
Waterford
Wexford
Arklow
Wicklow
Kingstown
Howth
Dublin & Drogheda
Midland Great Western
Dublin & Meath
Navan
Athboy
Kilkenny
Carlow
Athy
Naas
Kilcullen
Maynooth
Kilmainham
Inchicore
Phoenix Park
Drumcondra
Clontarf
Howth
Malahide
Skerries
Drogheda
Dundalk
Newry
Belfast
Larne
Donaghadee
Portpatrick
Stranraer
Ayr
Glasgow
Edinburgh
Berwick
Newcastle
Carlisle
Penrith
Kendal
Lancaster
Preston
Wigan
Bolton
Bury
Rochdale
Oldham
Stockport
Macclesfield
Leek
Uttoxeter
Burton
Tutbury
Rugeley
Cannock
Walsall
Wednesbury
West Bromwich
Smethwick
Handsworth
Aston
Birmingham
Selly Oak
Bournville
Kings Norton
Redditch
Alcester
Evesham
Broadway
Moreton in the Marsh
Chipping Norton
Banbury
Brackley
Towcester
Daventry
Rugby
Nuneaton
Atherstone
Tamworth
Lichfield
Cannock
Wolverhampton
Dudley
Stourbridge
Kidderminster
Bewdley

Appendix DB.

Answers to certain Questions regarding French Railways.

(These answers apply to the lines from Paris to Lyons and the Mediterranean.)

1. What is the average speed of passenger trains, express?

2. What is the average speed of—
   - Passenger trains, ordinary? -
   - Goods trains? - - - -
   - Mineral trains? - - - -

1. 28 to 35 miles.

2. 17 to 22 „
   9 to 15 „
   9 to 15 „

In calculating these averages the time of the transit of the train includes the stoppages at intermediate stations.

3. What is the maximum speed of each of these trains, not including the time for stoppages?

3. Express - 43 miles.
   Travellers 34 „
   Goods - 18 „

These are the normal rates of speed. They are often exceeded in consequence of variations of gradient and of delays to make up.

4. What is the average expense of trains per mile of ground?

4. Average expense of trains per mile, f. 4·67 = 3*s.* 9*d.*

Can the cost be given separately for—
- Express trains? - - - -
- Ordinary trains? - - - -
- Goods trains? - - - -
- Mineral trains? - - - -

That is impossible.

5. What are the average receipts of a train per mile?

5. Average receipts, f. 12·67 = 10*s.* 2*d.*

Can the receipts be given separately for express trains, ordinary trains, goods trains, mineral trains?

Separately the receipts can only be given for passenger trains carrying at the same time express merchandise, f. 8·12 = 6*s.* 6*d.*, and goods trains, which is f. 19·09 = 15*s.* 4*d.*

6. Are the passenger tariffs fixed according to a uniform system or scale based on the distance?

6. Yes, save in exceptional cases, stated further on.

7. What is the average tariff rate by each class per mile?

7. 1st class, not including the tax, f. 0·1625, including the tax, f. 0·1950.
   2nd „ „ f. 0·1219, „ f. 0·1365.
   3rd „ „ f. 0·0894, „ f. 0·1001.

8. Are return tickets issued; if so, on what conditions and at what prices?

8. Return tickets are given at reduced rate, to facilitate the traffic between large towns and their suburbs.

They are also given in cases where the distance as the crow flie between two places of frequent intercommunication is considerably increased by the course of the railway.

The reduction admitted in the case of return tickets is 30 per cent.

9. Are there exceptions in the uniform rates of tariff fares?

9. There are none, beyond the return tickets, other than those which consist in applying the basis, not to the distance by rail of the two points, but to the distance to count, reduced to a certain extent so as to allow for the greater distance which the railway route makes.

10. Are there excursion trains?

10. Yes, but very infrequently, and generally for only short distances.

11. What are the conventions with the post office?

11. Despatches are carried gratuitously. On the English system the carriage of mails would bring about f. 6,000,000.

The post office pays nothing but the expense of certain special trains, the income from which is quite insignificant.

12. Are the mails carried gratuitously?

12. Yes, save in the very rare case of special trains when they cannot be forwarded in the post trains.

13. What fares are charged for troops?

13. One-fourth of the ordinary passenger fares.

14. Are the rates for goods and minerals fixed according to a uniform scale based on distance?

14. No, the bases applied vary according to the exigencies of the traffic, and the competition with which the company has to contend.

15. Do the railway companies make exceptions in these uniform tariffs in special cases?

15. The variations in the kilometrical bases are left to the companies, so far as these bases do not exceed the maxima stipulated in the *cahier des charges.*

16. If these exceptions take place, are they made on a definite system?

16. The companies may not apply a tariff until after it has been approved by the administration.

17. Have the director or the administrators the power to apply special tariffs if they think it advisable?

17. They are specially forbidden, except with the State, to make terms of carriage with any one which would give particular advantages to any consigners of goods.

18. Are objections raised against the power of charging special rates?

18. There has never been any serious complaint against the power left to the companies to apply special rates.

Particular bargains, conceding reductions to parties engaging to give all, or a certain minimum tonnage to the company, have been seriously complained of, and have consequently been interdicted.

19. Are terms fixed within which the delivery of goods at destination is to be made?

19. Yes.

20. If the time for delivery is exceeded, is the company liable for damage?

20. In case of delay in delivery the companies generally pay compensation according to the damage actually sustained by the consignee. When the affair is brought before the tribunals it frequently happens that, without damage proved, the company is condemned to allow the consignee, by way of compensation, a portion of the carriage varying from one-tenth to one-third, according to the delay.

21. If the goods pass over the lines of several companies, would the public find difficulty in learning on whom to fix the responsibility of injury to the goods.

21. No. By the arrangements concluded among the companies, the sender or the consignee need never address any other than the company with whom they are in intercourse for the sending or delivery of the goods.

In case of litigation, the company proceeded against calls on those on whom it considers the responsibility of the damage, in respect to which the action is brought should fall, for their guarantee, without the claimant having anything to do with the latter.

22. Is the company compelled to carry all merchandise or all minerals offered?

22. Yes.

23. Is the company bound to furnish waggons?
24. Or are private individuals in any cases obliged to furnish waggons?
25. In this case, under what conditions?
26. Are there instances of competition between railways and water communication?
27. In this case what is the influence of such competition on the tariffs?

23. Yes.
24. No, in no case.
25. No, in no case.
26. Yes, very numerous. Almost all the lines on our system are in competition with canals or navigable rivers, the greater part of which support a most active navigation, and the working of which is entirely independent of that of the railways.
27. The influence of such competition is very marked, and forces the companies to make considerable reductions in the rates. Thus on the same railway of Lyons the average rates charged are f. 0·0589 per kilometre, and the price of certain transports is as low as f. 0·03.

APPENDIX DC.

LETTER and PROPOSAL from the IRISH RAILWAY REFORM COMMITTEE in regard to IRISH RAILWAYS.

IRISH RAILWAY REFORM.

Committee Rooms, Mansion House, Dublin,
6th July 1866.

SIR,

ADVERTING to your letter of the 18th of May last, wherein the Commissioners require to be informed if this Committee have any specific plan to offer or any suggestions to make relative to the action of the State upon the Irish railways,

I have now the honour to transmit, for the consideration of the Royal Commissioners, the views and suggestions which the Committee, after a careful consideration, have come to the conclusion are the best they can devise for improving the condition of the Irish lines, having regard also to the improvement of the country as well.

The Committee direct me to express their sense of the courtesy and consideration extended to them by the Royal Commission in affording them an opportunity of recording their opinions upon behalf of the Irish people; and to state that it will give them great pleasure to afford any further information within their sphere of action should it be called for.

The subject of railway reform has become so popular throughout the country, and information upon it is so much sought for, that I am desired to express a hope that the Royal Commissioners will see no objection to the Committee publishing the views and suggestions herewith submitted.

Waiting the favour of your reply,

I have, &c.

ROBT. JACKSON,
Acting Secretary.

William Pole, Esq.,
Secretary,
Royal Commission on Railways,
House of Lords.

IRISH RAILWAY REFORM COMMITTEE, Mansion House, Dublin, June 25, 1866.

AT a special meeting convened for the purpose of preparing a reply to the letter received by the Committee from the Royal Commissioners on Railways, dated the 18th day of May 1866, desiring to be informed if the Committee had any specific plan to propose to the Commissioners with reference to the action of the State in regard to Irish railways, or any communication to make for their consideration when drawing up their report on the Irish branch of the question.

Resolved—That the Committee submit the following statement of their views on the subject of the inquiry contained in the letter of the Royal Commissioners.

1. That the highly unsatisfactory state of railway communication in Ireland, and the backward and depressed condition of the country, imperatively require that the facilities for the conveyance of goods and passengers on Irish lines should be greatly increased and the charges much reduced.

2. That such reforms cannot be completely carried out except by the agency of the State.

3. That as the best mode of so effecting this object the Committee recommend the following plan:—

I.—That the State purchase, at a value to be settled by arbitration, all the Irish railways already constructed or that have been sanctioned by Parliament.

II.—That the capital required for this purpose be raised by the issue of Government stock.

III.—That when thus purchased, the Irish railways, if not managed directly by Government, be leased out for a limited term in one, two, three, or more groups.

IV.—That the conditions as to charges and as to number, class, time, and speed of trains, on which each group shall be so leased, be precisely fixed by Government.

V.—That the lease of each group be put up to public competition, and granted to the company or private contractor that, giving adequate guarantees for solvency, offers the highest rent.

VI.—That the Government be empowered to advance the funds necessary for constructing new lines or additional works on old lines upon obtaining from the lessees of existing railways, or the districts interested in the construction of such lines or works, proper guarantees and sufficient security for the future working of the lines and for the payment of such a rent as will indemnify the State against all loss by the transaction.

4. The foregoing plan the Committee consider would not only enable the State to introduce complete uniformity in the charges and perfect harmony in the arrangements throughout the entire of the railways of Ireland, but also, without imposing any new burden on the taxpayers, to increase the facilities and reduce the rates for the conveyance of goods and passengers; for the Committee believe that a great saving would be effected by consolidation of management and by the avoidance of Parliamentary contests, and that a great gain would be realized in the difference between the low interest at which the State would borrow the capital necessary for the purchase of the Irish railways and the income at present drawn from them by the existing proprietors and incumbrances. The entire of this saving and of this gain would be available towards the contemplated reduction of charges and increase of accommodation, and would thus furnish the means of introducing very considerable reforms into the Irish railway system.

5. The Committee recommend, however, that the Government, irrespective of the sufficiency of the means thus placed at their disposal, should at once make such a reduction of rates and provide such an increase of accommodation as the circumstances of the country and the defective condition of railway communication may seem to render expedient; and should the rent obtained from the lessees of the railways in that case fall somewhat short of paying the interest and other annual charges involved in the purchase and supervision of the Irish railways by Government, this deficiency might with propriety be made good by a national rate or tax affecting Ireland alone. The Committee are borne out in this last suggestion by an opinion expressed at a public meeting convened on the requisition of influential noblemen and gentlemen representing each of the four provinces, and held at the Mansion House, Dublin, on the 2nd of February last. At that meeting it was unanimously agreed that any deficiency of the kind mentioned should be supplied out of the resources of Ireland rather than the proposed measure of railway reform should fail.

The Committee, in conclusion, beg to state that they have practically kept within the scope of the resolutions passed at the two public meetings held on the subject of Irish railway reform, and also embraced in the memorial presented to the Lords of Her Majesty's Treasury, copies of all said documents having been sent to the Royal Commissioners. The Committee earnestly hope for and rely upon their getting the best and most careful consideration.

Signed by order of and upon behalf of the Irish Railway Reform Committee.

JAMES WM. MACKEY,
Lord Mayor,
Chairman of the Committee.

Correct extract.
Robt. Jackson,
Acting Secretary.

Appendix DD.

Remarks by the Manager of the Great Western Railway Company on Mr. Low's Evidence.

9th July 1866.

With reference to the evidence given before the Royal Commission by Mr. Charles Hoskins Low, the Chairman of the General Committee of the Bristol Chamber of Commerce, it is correctly stated by Mr. Low that no complaint has ever been made to the Great Western Company of the rates from Newport for the conveyance of timber being prejudicial to the Bristol trade.

If any such complaint had ever been made to the Company we could have satisfied the merchants of Bristol that there existed no grounds whatever for it.

This will be conclusively seen from the simple statement that out of a tonnage of 4,668 of timber carried during the year 1865 from Bristol, Gloucester, and Newport to places on the Great Western Railway east of Swindon, Newport only sent 34 tons; while to the towns and places west of Swindon and south of Chippenham, Newport, or Cardiff sent none whatever.

Appendix DE.

Remarks by the London and South-Western Company upon Statements of Mr. John Bullar, as to want of Railway Accommodation at Putney, and as to Through Booking. (Appendices S. and AD.)

London and South Western Railway,
Secretary's Office,
Waterloo Bridge Station,
4th July 1866.

The statement as to want of railway accommodation at Putney represents,—

1st. That "it was not till last year that the company made any attempt to give the necessary accommodation for passengers here, which the increase of the traffic demanded, and what we now have is very scanty." "For years we have been memorializing the company in vain. Hundreds of times was it lamented here that the Board of Trade had no authority to interfere."

2nd. That "no accommodation has been provided at Putney for heavy goods traffic, and that heavy goods traffic was at one time carried on there but is now refused."

With reference to the first representation it will only be necessary to give a brief statement of facts in order to show the erroneous impression under which Mr. Bullar appears to labour, how little occasion there was for memorializing the railway company, and the extent to which interference by the Board of Trade was called for.

In the beginning of 1859 the Directors instructed the engineer to prepare a plan and estimate of the cost for additional accommodation for passengers at the Putney station, and on the 10th February a plan with estimate was submitted, was then approved, and ordered to be carried out.

The works were commenced, but on the 6th April 1859 a memorial from residents at Putney was received, representing that further alterations were desired involving the widening of a bridge which carries a public road over the railway close to the station.

On the 21st April a deputation attended to support the memorial, and Captain Johnstone (one of the Directors) and the engineer were requested to make inspection and inquiries and report the result.

They afterwards reported that they could not recommend the board to undertake the widening of the public road at the sole cost of the company.

On the 23rd June 1861 a letter was received from Mr. John Bullar representing the want of accommodation at the Putney station; and on the 27th June the engineer was instructed to see Mr. Bullar on the subject.

On the 11th July the engineer reported his interview with Mr. Bullar, and received instructions to make an alteration upon the platform, and also to prepare a plan and estimate of the other suggested alterations. On the 5th September the plans and estimates were submitted, and as the question of the widening of the road had again arisen, the solicitor was consulted as to any liability on the part of the company, but it was resolved, even if no such liability existed, that if the local authorities would agree to pay 300*l.* towards the cost the company would undertake the execution of the work.

The solicitor reported that no liability attached to the company, and the local authorities were communicated with, and lengthened negotiations took place, but ultimately they refused to bear any portion of the cost of widening the road.

On the 21st January, 1864, the attention of the Board was again called to the subject, and although they considered the company was in no way called upon to undertake the required improvement of the public road, they consented to do so in order to settle a long standing matter, and alterations involving an expense of 1,350*l.* were ordered to be carried out, and were commenced.

In April 1864 the Metropolitan Board of Works interfered, and required the new station buildings to be set further back, which again caused a postponement, but in May 1864 a satisfactory arrangement was made with the Board of Works, and the alterations and improvements were speedily brought to completion.

It will thus be seen that the directors, willing and anxious from the outset to improve the station, were ultimately compelled to undertake the execution of a work for which they were in no way liable, and with which they had comparatively little concern, in order to effect their object, and that they readily gave their attention to the communications which were addressed to them, while they felt compelled to resist what they believed to be an attempt to obtain a public improvement at their cost.

With regard to the second representation, it is true that no accommodation for heavy goods traffic exists or ever did exist at Putney. The station is in a deep cutting, and is closely surrounded on all sides by a good class of houses, and it would not be possible, without a very large outlay, to construct a goods station there. The company have, however, at considerable cost, taken the precaution of reserving sufficient land to form an additional two lines of rails, although at present that land forms a portion of the gardens attached to the existing houses.

Putney being a suburb of London, and only from four to five miles from the goods station at Nine Elms, it is certain that no goods traffic with London would ever be conveyed by railway, and the traffic with places other than London must be very small indeed; in point of fact, the Board has never been called upon to provide accommodation there for heavy goods traffic.

At Barnes, within one and a quarter miles of Putney, accommodation for goods traffic does exist, and is now being enlarged. No heavy goods traffic has ever been carried on at Putney station.

The statement as to "Through booking" represents,—

1st. "That the South-western Company will not book "through from Windsor to Wimbledon, and though they "only charge two terminals they make two rates. This "gives them, in some cases, a long and a short distance, "instead of one long distance."

2nd. An instance is given of "a ton of hay sent from "Bishopstoke, invoiced to Putney, but conveyed to Nine "Elms, and which was charged 18*s.* 9*d.* (as for a ton and a "half), to which was added 2*s.* 1*d.*, and further expense "was incurred in carting the hay from Nine Elms to "Putney."

As respects the first representation, there is, practically speaking, no traffic between Windsor and Wimbledon, but if any existed, there would be no hesitation in giving a through rate for it. Through rates in fact do exist between Windsor and several stations on the main line, including

Wimbledon, for slates, lime, grain, &c., and parcels by passenger trains are also booked through.

It is practically impossible, as well as unnecessary, to have through rates or through fares between every station on a large system.

For example, between stations in Somerset, Devon, or Dorsetshire, and stations in Middlesex or Berkshire, where no traffic requirements exist, and where, therefore, there is no necessity whatever for through fares or rates as a general rule.

The Richmond and Windsor line is not an ordinary case of a branch line running out of a trunk line, but is a totally separate and distinct system, communicating at London only with the main line, consequently all goods traffic must come into, and go out of, London, in connexion with the two systems.

The plan adopted as a general rule of interchanging the goods traffic between the two systems at London is the most convenient, as the traffic is exceedingly trifling, in very small quantities, in fact single packages, which all have to be transferred from one waggon to another, and no extra charge is in fact entailed upon the public by that mode of conducting the business.

As regards the second representation, it appears that on the 2nd May 1865, 40 trusses of hay arrived at the Nine Elms goods station, London, invoiced from Bishopstoke to Nine Elms for Mr. Bullar, and not invoiced through to Putney, as he states.

The charge for conveyance of hay from Bishopstoke to London (72 miles) is a specially low rate of 12*s.* 6*d.* per ton, but with no less charge than for 30 cwt., the object being to apply that special rate to full waggon loads only.

The charge for the 40 trusses of hay, weighing about one ton, was therefore 18*s.* 9*d.*

The explanation of the extra charge of 2*s.* 1*d.* is, that on the 2nd May Mr. Bullar was advised by post of the arrival of the hay, and requested to remove it, but this he did not until the 6th May; and in order to save him the charge for demurrage of waggons, the hay was unloaded and stored, and it is for this labour the charge was made. No knowledge exists of Mr. Bullar's carman having been refused the hay when he called for it, but if such a fact had been represented no extra charge would have been made.

FREDERICK CLARKE, Secretary.

APPENDIX DF.

LETTER from LORD NAAS to the CHAIRMAN on the Subject of IRISH RAILWAYS.

Irish Office, London,
November 9, 1866.

MY LORD DUKE,

I HAVE the honour to enclose a copy of a Bill as amended by a select committee of the House of Commons of last Session, to amend the Tramways, Ireland, Act, 1860.

The Bill was referred to a select committee, consisting of some of the most experienced members of the House of Commons, and was by them adopted in the form it now stands, after much discussion and consideration.

A copy of the evidence taken during the inquiry I have also the honour to enclose.

I take the liberty of bringing this subject under your Grace's notice in the hope that the purposes and objects of the Bill may be fortunate enough to receive your Grace's approval and the approval of the Royal Commission of which you are chairman.

The principle is novel, but I firmly believe that in the present circumstances of Ireland its passing into law would have the most useful effect, because it is impossible to expect that railway extension in Ireland will take place on any scale commensurate with the wants of the country unless greater facilities are given for the obtaining of the necessary powers, and that alterations are made in the law to enable railways to be made at a far less cost than heretofore.

I believe that railways can be made at the rate of 3,000*l.* a mile under the system proposed in the Bill, and that many branch lines would in a few years be completed which would never be even proposed under the old and expensive system.

I would take it as a great favour if your Grace could inform me when the report of the Royal Commission is likely to be published.

Great interest is felt in Ireland on the railway question generally, and the opinions and recommendations of the Commission are looked for with the greatest interest and anxiety.

I have, &c.
(Signed) NAAS.

His Grace the
Duke of Devonshire, K.G.

APPENDIX DG.

MEMORANDA on the CONNEXION of the AUSTRIAN GOVERNMENT with the RAILWAYS in that Country.

(*Communicated to the Secretary of the Commission.*)

Our Government, with the intention of promoting the construction of railways by private companies, has adopted and frequently carried out the system of subventions, *by guaranteeing a certain income* to the shareholders on the capital they invested in the undertaking. With the exception of three or four of our railways, *all the others* have been constructed under these guarantees on the part of the Government, that is to say, for 5*l.* per cent. yearly interest and for the repayment of $\frac{2}{10}$ per cent. of the capital invested. This guarantee is granted for the duration of the privilege, namely 90 years. On the other hand, the sums which the Government are compelled to pay to the shareholders on the ground of this guarantee are only considered as *an advance*, must bear interest at the rate of 4*l.* per cent. per annum, and must be *returned* to the Government partly from the produce of the railway at a later period, if it exceeds the yearly income of $5\frac{2}{10}$ per cent., partly, as far as it has not been reimbursed before the expiration of the privilege, *after the expiration of the privilege out of the working stock belonging to the company.* The railway, with all the *immovable* appurtenances, devolves to the State without any compensation. The capital invested by the company having been repaid by means of the yearly $\frac{2}{10}$ per cent. amortization-rates, there is no reason to pay a particular compensation for the immovable property.

Assistance granted in the form of loans, land, works, &c. is *not* usual in our country. Up to the present time only *one case* of this sort has occurred, with respect to the Oest Losoncz Railway Company. The company became bankrupt before the completion of the line, and the Government in order to save the money expended, and the already half-completed works, has granted to a new company, which has to be formed, a certain quantity of rails manufactured in the Government ironworks, and a *certain advance* of ready money, amounting together to 6,000,000 *florins.** This advance must be repaid in a period I believe not exceeding 12 years, and the new company purpose repaying it by means of a loan which has the precedence, and which they hope to be able to conclude in the course of these 12 years. It is not possible for me to state for the moment what sums have already been paid by the Government in consequence of their guarantee. These sums appear annually in our budget, and I can only say they amount to a *considerable cipher.*

Vienna, 23rd Oct. 1866.

* 600,000*l.* sterling.

Appendix DH.

Letter from Mr. C. W. Eborall, Manager of the South-eastern Railway, on Government and Private Aid given to French Railways.

South-eastern Railway,
General Manager's Office, London Terminus,
Sir, October 17, 1866.

Referring to your letter of the ————, I have made inquiry abroad, but it seems to be very much more difficult than I had anticipated to get the question of the part taken by the Government departments, individuals, &c. in France in the construction of railways, answered.

Referring only to large lines and their branches, I gather that there are several cases where lines have been commenced by the Government, but upon concessions to companies they have been given up with the works executed.

Others receive subsidies inferior or equal to the probable expense of construction.

It is a very rare case, but in some instances affluent private individuals have offered contributions in part, and departments equally have voted subventions, besides towns and parishes, but the co-operation, the most desirable from them, has been the free gift of lands.

From subventions we pass to guarantees of interest, and the following will serve as an example to illustrate the general action.

Suppose a large company with its line complete yielding 60 francs per share, with net receipts of 35,000 francs per kilometre, and desirous of undertaking a second or new line in order to meet competition from an adverse line; in this case agreement is made, that according as the lines are opened the deficit of their product to pay interest on the capital engaged and sinking fund to liquidate it (l'amortissement) shall be made good by the old line up to its smallest guarantee of 60 francs per share, or up to its net product of 35,000 francs per kilometre; the State pays the surplus, but it must be borne in mind the Government has itself fixed the capital upon which the guarantee is given, as well as the amount of interest and of the liquidating or sinking fund (l'amortissement).

This seems to be the basis on which the Government subscribe to guarantees of interest; but modifications in accessory conditions are sometimes made, thus the guarantee may be given so as not to come into operation, say upon each section opened of a line, each line of a group opened, but to apply only on the opening completely of a whole line or groups of lines for traffic.

In that case the deficiency of the divisions is borne by capital for construction.

The Government too reserve themselves the right to recoup their payments for guarantee so soon as deficiency ceases.

I am, &c.
(Signed) C. W. Eborall,
General Manager.

W. Pole, Esq.,
Royal Commission on Railways,
House of Lords.

Appendix DJ.

Letter from Mr. R. Dudley Baxter on the System of Amortization of Railway Capital in France and other Continental Countries.

(*Forwarded to this Commission from the Board of Trade.*)

6, Victoria Street, Westminster Abbey, S.W.,
Sir, November 5, 1866.

May I call your attention to the system of amortization in France and other continental countries by which the capital invested in railways will within a limited number of years be redeemed by the operation of a small annual sinking fund, and the whole railway property will become vested in the state and available for payment of interest on the National Debt.

In France the amount of railway capital expended on lines open is now 260,000,000*l.*, and there are so many lines approaching completion that it will soon amount to 360,000,000*l.*

This amount is raised about three-fourths in debentures and one-fourth in shares. But every debenture and share has a sinking fund of rather more than half per cent., and the debentures or shares to be paid off in each year are determined by annual drawing by lot.

The effect of this system will be that at the end of 99 years from the granting of the concession of each railway, the railway will become the property of the state, unencumbered by share or debenture capital of any kind.

As the public debt of France was in 1863, 483,000,000*l.*, this will be equivalent in effect to paying off the principal of nearly three-fourths of the present total debt.

In Belgium the system has been in operation since 1834, with the result that in 1884 the whole of the interest on the public debt of 26,000,000*l.* will be paid out of the proceeds of the railways.

In like manner Austria has 65,000,000*l.* of capital, which at the end of 90 years from the first concession of the railways will become the unencumbered property of the state, and even Spain will amortize upwards of 60,000,000*l.* of railway capital in 99 years from the dates of the concessions, which will be available towards paying the interest of a still larger portion of the public debt, which amounted in 1864 to 145,000,000*l.*

It would be to the public advantage to ascertain the practical manner in which this amortization is carried out in France by obtaining the regulations under which the directors of the different railway companies are bound to account to the public departments for the amortissement, and the manner in which they apply it to paying off the debentures or shares which are drawn.

I do not know whether this subject was considered by the Royal Commission on Railways, but if not the French Government would no doubt give all information on application from the Board of Trade.

I have, &c.
(Signed) R. Dudley Baxter.

The Right Hon.
Sir Stafford Northcote, Bt., M.P.,
President of the Board of Trade.

Appendix DK.

Memoranda as to the Assistance given by the Governments of Prussia, Austria, and Holland to the Railways in those Countries.

Dusseldorf, 6th November 1866.

In compliance with the request of the Royal Railway Commission I have the honour to add to my evidence the following information, as to the amount of assistance which is given to railways by the State in Prussia, and, so far as I can ascertain, in Austria and Holland.

To make the facts and details intelligible and applicable for comparison in questions of railway reform in Great

Britain and Ireland, some preliminary remarks appear essential.

PRUSSIA.

For all railways in Prussia there is one, common, simple law or decree, dated 3rd November 1838, of 49 clauses, and an addition as regards income tax on railways of eight clauses, dated 30th May 1853.

The law of 1838 fixed the general principles of the relations which are to exist between the State, the railway companies, and the public, and reserves to the executive government with the royal assent the granting of concessions for separate lines, the approval of the plans, the works, the amount of capital, share and loan, the extension of the same, the statutes of the company, and the tariffs.

The other principal features of the law bearing on the present subject are :—

The concession being granted (after the whole capital is subscribed), the powers of expropriation of land and premises follow. The procedure is very simple, with an appeal, in case of dissatisfaction on the part of the owner, to the courts of law, without, however, such appeal preventing the progress of the works.

In order to exercise a constant supervision by the State a permanent commissioner is appointed for each group of railways, through whom all arrangements between the State and the railway companies are carried on, and he is empowered to attend and even call meetings of the board of directors of the railway companies.

The transport of mails and post office business in general must be effected by the railway without cost to the State, the railway company furnishing a post office carriage with each passenger train. Soldiers and military stores are also carried at reduced rates.

An income tax or duty, upon the net profit on the share capital, after deducting management, maintenance, working expenses, reserve and renewal funds, as well as interest and sinking funds to pay off loans, is payable to the State before striking the dividend, upon the following rising scale, viz. :—

When the net profit amounts to 4 per cent. $\frac{1}{40}$ thereof.
" " over 4 to 5 " $\frac{1}{20}$ "
" " " 5 to 6 " $\frac{1}{10}$ "
" " " 6 per cent. $\frac{2}{10}$ "

This income tax is to be applied by the State in buying in the open market the shares of the company which pays it, and the interest and dividends on these shares are to be applied in like manner, the shares themselves being taken for ever out of course and deposited in the national debt office of the State, and thus, by degrees, the share capital of the company will be amortized.

The State reserves to itself the property in the railway, with all belonging thereto, upon paying the value, under conditions, of which the chief are as follows :—

1. The sale cannot be demanded sooner than 30 years after opening the line.
2. One year's notice must be given.
3. The value to be paid shall be fixed on the principle of paying the company 25 times the amount of the average yearly dividend for the previous five years.
4. The debts of the company shall be undertaken by the State, who, in addition to all the rent and chattel property, shall also receive the collected reserve funds.

Injury to the railway in war, either by the enemy, or by the State itself for the protection of the country, gives no title for damages against the State.

For 30 years after opening the railway competing lines of railway, near the first, between the same end points, and passing through the same chief places, will not be granted, but other improvements of the communications between these places and in the same direction are not hereby excluded.

The railway company is bound, in compliance with the decision of the Ministry of Commerce and Public Works, to admit and give facilities for the junction of other railways.

The concession, with the railway, and all belonging thereto, can be publicly sold for the account of the company when they do not fulfil the general or particular conditions of the law, &c., after due notice and a final extension of the time of not less than three months.

Finally, the law reserves to the State the right of making alterations and additions as experience may prove to be necessary, and binds the companies to obey the same, giving, in case such changes reduce income or increase expenses, a suitable remuneration.

From the foregoing abstract it will be seen that the railway policy of Prussia has been to regard the promotion of railways and their construction with the least possible preliminary expenses, in the best and most economical manner, as an especial duty of the executive government, combining government aid with private capital, exercising an executive control for the protection, not only of the capitalist as shareholder or lender, but still more for the public in using the railway, and for the country itself in the development of its productiveness and industry, with its defence in time of war, and finally a gradual redemption out of the profits of both the loan and share capital.

All this is still more clearly evinced in the administration of the law up to the present time, by the following facts and results abstracted from authorized returns, and information obtained from qualified persons.

Prussian Railways, 1863.

Length in English Miles.	Capital (for all Purposes). Concessioned. In Shares.	Capital (for all Purposes). Concessioned. In Loans.	Capital (for all Purposes). Expended. Total.	Capital (for all Purposes). Expended. Per Mile English.	Average net Profits in 1863 per Cent. of Total Expended.	Remarks.
	£	£	£	£	£	
I. Railways constructed and managed by the State.						
950	- - -	- - -	14,944,431	15,731	$7\frac{66}{100}$	—
II. Private Railways managed by the State.						
$876\frac{1}{2}$	7,670,942	10,500,373	15,885,854	18,124	$6\frac{71}{100}$	Paying dividends to shareholders from $2\frac{30}{100}$ to $10\frac{50}{100}$ per cent.; nothing in two cases only recently opened; average $5\frac{32}{100}$ to $5\frac{39}{100}$ per cent. for 1863.
III. Private Railways managed by the Companies.						
$1,948\frac{1}{2}$	14,066,100	20,286,255	32,636,758	16,754	$7\frac{66}{100}$	Paying dividends to shareholders; nothing in one case, $2\frac{1}{2}$, $4\frac{1}{3}$, 6, $7\frac{1}{2}$, $8\frac{1}{3}$, $9\frac{3}{4}$, 13, 14, 17, and $22\frac{1}{3}$ in 1863, making an average of $8\frac{43}{100}$ per cent.
*3,775	- - -	- - -	63,467,043	16,812	$7\frac{42}{100}$	

* The results from 1863 to the present time (not yet fully available in print) are still more favourable than the above mentioned.
These totals are exclusive of about 198 miles, costing 1,851,845*l.*, of Horse branch and other railways not classified with the above, or not fully opened.

As shown in the foregoing table, the railways are divided into three classes, and the assistance given by the State is as follows :—

	£	£
Class I. The State has constructed and manages these railways at its own cost, making a total of - - - - - -		14,944,431
Class II. Private railways managed by the State :—		
In this class I find the State itself has taken shares to amount of - - -	538,595	
Has guaranteed interest upon shares at 3½ per cent. to amount of - - -	1,935,000	
At 4½ per cent. to amount of -	1,237,000	
And at least, in one case, directly guaranteed interest at 3½ per cent. on a loan to amount of - - -	1,837,500	
It is difficult, without going into the details and history of each railway in this class to find exactly how much of the loan capital thereof has been guaranteed in express terms by the State, but in fact the State, by taking upon itself the whole management and maintenance, may well be considered to make itself, at least, morally responsible for the whole expenditure, as in table, and it appears so far, with profitable results - - - -		15,885,854
Class III. Private railways managed by private companies :—		
I have not a table which shows the total amount of assistance by the State to these railways, but from the accounts of many of them in this class I find at least—		
That the State has taken share capital itself, and guaranteed interest for ever at 3½ per cent. on share capital to an amount of -	3,066,000	
The State has guaranteed interest at 3½, 4, and 4½ per cent. on loans secured by "obligations" to amount of - - -	9,225,000	
Thus making out of a total expenditure of 63,467,043*l.* a total assistance by the State in capital, in guarantee for interest on share capital and loans, to an amount of - - - -		43,121,285

Consistently with the law of 1838 the State has mainly assisted and promoted railways in cases, where—

1. In the beginning, from the novelty of the principle of railways or the want of local means, the prospects of remuneration appeared then insufficient to induce private capital alone to incur the risk of their formation.
2. It was necessary to connect districts with each other, or with navigable rivers or harbours, or to connect existing systems of railways, where conflicting interests might delay or mar the object. Thus the "Verbindungs Bahn," connecting all the railways terminating in Berlin, has been constructed, and, for the reasons given, is managed by the State.
3. It became desirable to open up districts containing mineral or other products capable of development when such a mode of communication was secured, the State in many such cases requiring as a preliminary to granting the concession and assistance, that the district itself should furnish the land or sufficient funds to buy, free of cost to the railway company, the land for the purpose.
4. To promote branch lines as feeders to main trunk line or open up such districts as last mentioned, the assistance given by the State has been in some late instances a free grant of a proportion of the cost per mile.

In all the agreements for assistance and concessions to private railway companies, conditions have been made chiefly for the benefit of the public, in the fixing of low tariffs, in the construction of branches, the delivering up the management to the State in certain cases, the reservation to the State to buy back the line in certain contingencies at an earlier date than fixed by the general law, and in recouping the State for its expenditure under guarantees for interest through a participation in the profits over and above the guaranteed rate of interest in certain proportions.

For instance, in the case of the Coln-Minden Railway with its great bridge over the Rhine and extensive branches having a share capital of 1, 950,000*l.*, and loans of 7,391,175*l.* = 9,341,175*l.*

The State in the commencement took for itself 279,000*l.* of the share capital, and guaranteed for ever the interest at 3½ per cent. on the rest of the *share capital*, amounting to 1,671,000*l.* In addition the State guaranteed from time to time the interest at 3½ per cent. on loans (amortizable) to the amount of 4,950,000*l.*, on the condition, amongst others, that ⅓ of the net profits over five per cent. on the share capital should be paid to the State, and as this railway has been paying dividends of 10, 12, and up to 16 per cent. very large sums have from this source come back to the State.

The sums so received by the State, with the dividends on its own shares and the income tax from the railway, are devoted, according to original agreement, to purchasing up at par the original shares of the company, taken by lot, the dividends upon which also go to the same purchase fund, so that ultimately the whole railway would vest in the State.

In this case the system worked so well that in a very few years the Government would have come into possession, but in the present year the Government and company have entered into other arrangements materially advantageous to both, by which the company retains the railway.

But it is in the financial system of the Prussian railways, in the organizing and giving confidence to the system of loans, at moderate rates of interest, with the repayment spread over a great number of years, secured by so-called "priority obligations," that the State, by its control in matters of account, and its example in giving, where necessary, guarantees for the interest, has essentially promoted railways with the benefit to the shareholders, lenders, and public shown in the returns.

Of the amount of loans in the table 30,786,628*l.*

About	12½ per cent.	has been borrowed at	3½	per cent. interest.
„	45	„	4	
„	40	„	4½	
„	2½	„	5	

In most cases the sinking fund for reducing these loans does not exceed ½ (one half) per cent. The "priority obligations," which are generally for sums from 15*l.* to 30*l.* each, are called in for repayment by lot. The repayment extends according to the arrangements in each case over 50 to 60 or more years.

From such loans the largest portion of the cost of private railways has been provided; their priority to dividends makes the management careful and prudent, whilst the definitively settled duration of the loan and the comparatively small annual amount payable for its interest and liquidation, enables good managers to pay yearly increasing dividends on the share capital, and the gradual extinction of the debt increases yearly the value of the security to both shareholders and lenders.

This financial system, with its freedom from the sudden or untimely demand for repayment of principal involved in the British loan and railway debenture system, has doubtless enabled the railway directors in Prussia to adopt the low tariffs referred to in my former evidence, and to carry out in the whole policy of the railway traffic those gradual reductions in charges and increase in public accommodation which I have shown have resulted so profitably to the railway interest itself and the country.

AUSTRIA.

The railways are established in pursuance of the law of 18 June 1838, enlarged and modified by that of 14 September 1854.

The definite concession is granted by the Emperor, and only for a fixed time, not exceeding 90 years, counted from the time of the opening of any part of the line. After the termination of the time stated in the concession the property in the railway, the land and buildings, go over directly and without payment to the State, and the company is bound to deliver over the same in good repair and working order. The property in the rolling stock, &c. remains to the company.

The railway tariffs must receive the approval of the ministry of commerce and public works every three years. If the net profit from the railway exceeds 15 per cent. the Government has the right to make reasonable reductions in the tariffs.

The concession is forfeited if (without grounds approved by the State) the completion and opening of the railway do not take place at the time fixed in the concession.

All the railways in Austria, whether originally constructed by the State or not, appear now to be in the hands of private companies.

AUSTRIAN RAILWAYS, 1863.

Length in English Miles.	Capital (for all Purposes). Concessioned. In Shares.	Concessioned. In Loans.	Expended. Total.	Expended. Per Mile English.	Average Net Profits 1863 per Cent. of Expenditure.	Remarks.
	£	£	£	£		
3,694	41,117,031	29,534,416	65,057,677	17,611	6 $\frac{70}{100}$	Dividends, 3 to 11$\frac{3}{4}$ per cent., average 7 $\frac{33}{100}$ per cent. 1863.

Of the share capital, the State appears to have guaranteed five per cent. for interest, and $\frac{2}{10}$ per cent. for sinking fund on nearly the whole amount, at least I make it out, on the sum of - - - - - £ 38,000,000

Of the loans it is difficult, without investigating all the agreements made with the various companies, to find out the total amount upon which the State has guaranteed interest; but at least guarantees have been given on an amount of - - 12,000,000

This making, out of a total of 65,057,677*l.* which the railways have cost, a sum of 50,000,000*l.* for which the State has guaranteed interest, and thereby secured the investment of capital on its extensive and in many cases difficult and expensive railways.

The statistics, however, show that Austria has not introduced into her railway system the low fares which have so eminently conduced to the production of large profits in the Prussian system.

HOLLAND.

The fact that Holland is for the greater part an agricultural country, without minerals or extensive manufactures, and provided with canals from an early period, seems to have retarded the commencement of railways or any very active measures for their formation by the State, and for a long time only two private railways, constructed mainly with English and German capital, existed, and to these little or no aid was given by the State.

But the success of these two lines, "The Dutch Rhenish" and "The Holland" railway from Rotterdam by the Hague to Amsterdam, with the experience of the progress of railways in other countries, at last aroused the State to undertake at the public cost a few years ago the construction of a complete system of railways for all that part of Holland not pre-occupied by private companies.

The State seems to have been by experience compelled to acknowledge the necessities of the case, its own helplessness to enforce or induce the construction by private companies of lines or connexions useful to the country, but either of doubtful profit as private speculations or clashing with the separate views and interests of existing private companies, and although Holland starts thus late in the government support of railways, yet the policy it has adopted, so different from that of many other nations, may be well worthy of attention, namely:—The State lays out and constructs at its own cost the railways, retains its property therein and a certain control over them, but lets on lease the working of the lines to private companies. The State has begun by devoting 100,000,000 of florins, about 8,340,000*l.*, to this purpose, to be gradually expended in 10 years.

The following memorandum, with which I have been favoured by an eminent authority on railway matters in Holland in reply to my inquiries for information for the Royal Railway Commission, supplies, with the foregoing remarks, the best information on the subject.

MEMORANDUM containing some Information as to the Railways in Holland, as desired by the Royal Commission of the House of Lords.

1. The King of Holland, William I., fully convinced of the great importance of a railway junction between the Dutch seaports and Germany, proposed in 1837 to the Chambers to build such a railway for account of the State, beginning with a line from Amsterdam to Arnheim.

This proposal having not been approved of, the king issued in 1838 a decree, by which he opened a loan to the amount of 9,000,000 florins at an interest of 4½ per centum per annum, guaranteed on his personal estate. The produce of this loan was to be used for the construction of a railway from Amsterdam to Arnheim, whilst His Majesty reserved to himself the faculty to increase this loan subsequently to obtain the necessary funds for a junction from Rotterdam to Utrecht. The loan was to be redeemed out of the profits of the undertaking, whilst after the whole loan had been paid off, the railway with all its dependencies would be the property of the State.

The first years of the undertaking having been very unsuccessful in the results, King William II. resolved to give up the whole undertaking to the Dutch Rhenish Railway Company, which meanwhile had been formed in consideration of taking over by said company all the obligations of the above-named king's loan. The company would be at liberty to supply the funds eventually required for redemption of the loan out of their social capital, but on the other hand, government would be bound to refund to the company all amounts whatever spent by them either for construction, for improvement, or for redemption, before the State could take over again the undertaking from the company.

2. Originally the line had been constructed on the broad gauge, but as it proved on occasion of the negotiations with Prussia concerning the junction of the Dutch Rhenish to the German railways, that Prussia made the condition that the narrow gauge was to be adopted for the whole line, government agreed under different stipulations to a subsidy of 1,000,000 guilders to the company, in order to enable them to narrow their broad gauge. This sum has been paid to the company, but besides it the company have never received any other subsidy from the State.

3. As far as is known, none of the other railway companies in Holland ever received any subsidy from the State. However at present a draft law is pending before the Second Chamber by which government ask the necessary authorisation to make a temporary advance of at most 2,500,000 guilders to the company for the working of the State railways, evaluated at 60 per cent. of the value of their rolling stock, at an interest of 5 per cent. per annum. This advance ought to be repaid within three years.

4. The State railways in Holland are being constructed by government entirely with public money, according to a general plan adopted by law.

The working of all the State railways, with the single exception of the North Holland line, has been left to a private company, called the Company for the working of the State Railways, which had been formed to that effect. The North Holland State Railway has been left for working to the Dutch company (Hague line) who engaged to build a junction line from Haarlem to Castricum, where they wish to join the State railway from the Nieuwe Diep to Amsterdam, viz., the North Holland line.

5. At the time when the law was adopted by the Chambers the total cost of construction of the State railways was estimated at one hundred million guilders. The amount to be spent every year would be ten million guilders. However, it appears from a recent communication that the total cost when the very extensive station works both at Amsterdam and at Rotterdam will be completed, and further the large bridge over the Moerdyck be constructed, will certainly reach the sum of one hundred and fifty million guilders.

6. As the State railways are a government undertaking, the necessary funds were unconditionally provided.

7. The capital already spent and further to be spent for the construction of the State railways in Holland is considered as a public and permanent property of the State. As far as the State will participate in the net proceeds of the working (See No. 8) this share will come to the benefit of the general income.

8. The State do not run any risk of loss in consequence of the working of the State lines, as such risk has been left entirely for the account of the company for the working of the State railways and of the Dutch company that have undertaken the working; Government are to participate in the net profits, which are to be divided between them and the companies according to a scale which has been agreed to by contract.

As the State up to the present has constructed their railways exclusively out of the funds available in the exchequer, it has of course not been necessary to contract loans to that effect, so that also no special tax has been raised with a view to secure the payment of the interest.

9. The private companies' railways have an extension of about 505 kilometres or 315½ English miles in Holland.

10. Seven private companies are working the above mentioned railways.

11. The State railways when completed will have an extension of about 864 kilometres or 540 English miles.

12. With respect to the proportion between the "stamaction" capital and the loans of the several private railway companies, it is difficult to give full information, as the

printed reports do not always enter into sufficient details. However the following can be stated:—

The Dutch company's (Hague line) social capital amounts to 6,500,000 florins whilst their loans amount to about 11,090,000 florins. Their social capital has however of late been increased.

The capital of the Netherlands Central Railway Company is 5,000,000 florins. On the bonds issued by them they will have to repay in 83 years about 11,500,000 florins.

The capital of the company for the working of the state railways is 12,000,000 fl., the half of which has been paid up. The company did endeavour to contract a loan of 5,000,000 fl., but without success.

It is very likely that this company will now receive, as mentioned in par. 3, an advance from Government to the amount of 2,500,000 fl.

The capital of the Almelo-Salzbergen company is 2,100,000 fl., and the amount of the bond debt 632,000 fl.

As to the capital of the other companies no details can be given.

13. The acts of concession of the different railways generally contain the conditions on which the undertaking may extend their capital by the issue of more shares or raise capital by the contracting of loans. These conditions are not fixed by law, and are quite different in each case. So, for instance, the Dutch Rhenish Railway Company is quite at liberty to contract as many loans as they desire, whilst for any increase of the social capital by the issue of new shares, the royal sanction must be obtained. In case the concessions do not contain any stipulations to the contrary, the company is free to offer such terms as to the rate of interest, and the amounts to be yearly redeemed, as they may consider expedient under the then existing circumstances.

October 24th, 1866.

Perhaps I may in conclusion be permitted to state, in reference to the whole subject of the inquiry of the Royal Commission, to my former evidence, and the information now supplied, that whatever may be the difficulties of interfering with the present state of things in Great Britain and Ireland, unquestionably in both a modification of the present loan and debenture system, by the *organization* of a consolidated "priority obligation" system, such as I have described, and which has been so long proved on the continent, would under proper control be attended with great benefit to the country and the railway interest itself.

For Ireland, viewed by itself, the results of all my investigations now lead me to the conviction that the whole of the railways should be the property of the State (as recommended by the first Irish Railway Commission), that the different systems should be connected together so as to admit of through traffic with each other and the harbours, and that the working of the railways should under fixed conditions be let on lease to one or, at most, two companies.

I am convinced that the country and the time are suited for such a system and change, and that with greatly reduced tariffs (one-half in most cases) a plan and a law can be devised for carrying out such a project without delay, and without ultimate risk or loss to the State.

Wm. T. Mulvany.

(*See also Appendix DT.*)

Appendix DL.

Memoranda on the Assistance given by the French Government to Railways in that Country.

(*Communicated to one of the Commissioners.*)

Outlay made and to be made for the construction of the lines of the six great railway companies in France to 31st December 1864.

Names of the Companies.	Total Outlay by the State, the Departments, and the Companies.	Subventions by the State, in Money or Works, not repayable.	Outlay made and to be made by the Companies.	Subventions by the Departments, the Communes, and various.
	Fr.	Fr.	Fr.	Fr.
Nord - -	639,858,174	2,462,867	634,576,670	2,818,637
Est - -	1,293,837,259	187,556,153	1,099,875,348	6,405,758
Ouest - -	1,170,610,376	218,991,009	937,442,391	14,176,976
Orléans - -	1,659,113,730	338,705,803	1,316,405,652	4,002,275
Paris, Lyon, Méditerranée.	2,630,052,073	369,586,677	2,233,455,572	27,009,824
Midi - -	823,536,887	175,200,000	647,946,887	390,000
	8,217,008,499	1,292,502,509	6,869,702,520	54,803,470

The table only refers to the six "grands reseaux." In addition to the advantages of subventions the Government has guaranteed nearly all, if not all, the bonds paid by the companies in question; sometimes the guarantee does not quite cover the cost of interest and sinking fund, for instance, the Lyons line has a guarantee of 5 per cent. upon the bonds paid for the lines there, and the money costs a fraction more than $5\frac{1}{6}$ per annum.

It is also asked whether the subventions are to be reimbursed to the Government. They are *not;* but it must be remembered that in France the companies have a lease of 99 years of their lines, and at the expiration of the term, the whole becomes the property of the Government.

The Austrian and Italian lines have been all made on about the same principle as the French.

The companies not included in the enclosed are without importance.

APPENDIX DM.

COMPARISON of the RAILWAY SERVICE in FRANCE and ENGLAND between the Metropolis and various—

Naval Arsenals,
Commercial Seaports,
Suburban Districts,
Royal Palaces,
Celebrated Cathedral Towns,
Large and Small Provincial Towns.

Prepared for the Commission from Official Time Tables, 1865 and 1866.

(N.B. When there are several lines of different lengths between the same places the fares are calculated on the shortest distances.)

NAVAL ARSENALS.

	France.			England.			
	Toulon.	Brest.	Cherbourg.	Milford.	Plymouth.	Portsmouth.	
Population	69,000	61,200	38,000	3,007	Plymouth 62,599 / Devonport 64,783	94,799	
Distance from Metropolis (English miles).	578	387	231	285	207	74	85
Trains per day, down:						Lond. & S. Westn.	L. B. & S. Coast.
1st class, at express fares	—	—	—	1	3	2	4
1st class, at ordinary fares	3	3	2	2	3	10	7
2nd class, at ordinary fares	1	2	1	2	3	10	7
3rd class, at ordinary fares	1	1	1	1	1	3	4
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
1st class express	—	—	—	—	3·07	2·84	—
1st class ordinary	1·73	1·73	1·73	2·09	2·70	2·43	—
2nd class ordinary	1·30	1·30	1·30	1·59	1·90	1·70	—
3rd class ordinary	0·95	0·95	0·95	1·00	1·08	1·00	—
Average speed in miles per hour:							
Quickest trains (including stoppages)	31	24	23	29	32	30	35
Slowest trains (including stoppages)	21	19	21	22	19	21	19

COMMERCIAL SEAPORTS.

	France.					
	Marseilles.	Bordeaux.	Nantes.	Dunkirk.	Le Havre.	Boulogne.
Population	200,000	149,928	108,500	29,738	70,000	39,500
Distance from Metropolis (English miles)	536	359	246	189	142	158
Trains per day, down:						
1st class, at express fares	—	—	—	—	—	—
1st class, at ordinary fares	6	4	4	3	8	7
2nd class, at ordinary fares	3	3	2	2	5	6
3rd class, at ordinary fares	3	3	2	1	3	5
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	—	—	—
1ss class ordinary	1·73	1·73	1·73	1·73	1·73	1·73
2nd class ordinary	1·30	1·30	1·30	1·30	1·30	1·30
3rd class ordinary	0·95	0·95	0·95	0·95	0·95	0·95
Average speed in miles per hour:						
Quickest trains (including stoppages)	33	30	27	25	32	30
Slowest trains (including stoppages)	18	19	16	18	18	21

Commercial Seaports.

	England.								
	Glasgow.		Newcastle.	Hull.	Liverpool.			Bristol.	Southampton.
Population	394,864		109,108	97,661	443,938			154,093	46,960
Distance from Metropolis (English miles)	447	405	275	214	228	202	234	118	79
Trains per day, down:	G. N.	L.&N.W.			G. W.	L.&N.W.	G. N.		
1st class, at express fares	—	—	—	—	—	—	—	3	2
1st class, at ordinary fares	3	3	7	8	5	9	6	8	7
2nd class, at ordinary fares	3	3	7	8	5	9	6	8	7
3rd class, at ordinary fares	1	1	1	2	1	2	2	2	1
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	—	—	—	—	2·65	2·66
1st class ordinary	2·08	2·08	2·91	1·71	2·08	2·25	2·08	2·12	2·35
2nd class ordinary	1·51	1·51	2·14	1·29	1·54	1·56	1·54	1·60	1·67
3rd class ordinary	1·00	1·00	1·24	0·78	1·00	0·94	1·00	1·00	1·00
Average speed in miles per hour:									
Quickest trains (including stoppages)	33	35	40	40	30	37	38	42	34
Slowest trains (including stoppages)	30	30	21	19	17	19	23	17	20

SUBURBAN.

	France.						
	Brunoy.	St. Germains.	Enghien.	Sceaux.	Auteuil.	St. Denis.	Vincennes.
Distance from Metropolis (English miles)	13·6	13	11·2	6·7	5·6	4·3	3·6
Trains per day, down:							
1st class, at express fares	—	—	—	—	—	—	—
1st class, at ordinary fares	8	18	16	17	33	16	33
2nd class, at ordinary fares	8	18	16	17	33	16	33
3rd class, at ordinary fares	8	—	—	17	—	16	1
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	—	—	—	—
1st class ordinary	1·73	1·03	1·57	1·43	0·69	1·79	1·33
2nd class ordinary	1·30	0·92	1·18	0·93	0·50	1·33	0·80
3rd class ordinary	0·95	—	—	0·72	—	0·81	0·40
Average speed in miles per hour:							
Quickest trains (including stoppages)	21	22	14	14	—	17	13
Slowest trains (including stoppages)	17	17					

(continued.)

	England.										
	Harrow.	Croydon.				Richmond.	Barnet.	Ealing.			Greenwich.	Blackheath.
Distance from Metropolis (English miles)	11·5	10½	10½	10	13½	9·75	9·25	5·75			5·5	5
		S. E.	L. B. & S. C.		Lond. & S. W.			Paddington.	Victoria.	Farringdon.		From London bridge.
Trains per day, down:												
1st class, at express fares	—	—	—	—	—	—	—	—	—	—	—	—
1st class, at ordinary fares	10	15	20	53	9	30	21	14	8	3	53	30
2nd class, at ordinary fares	10	15	20	53	9	30	21	14	8	3	53	30
3rd class, at ordinary fares	3	15	7	53	4	5	1	2	—	—	53	30
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*			*d.*	*d.*
1st class express	—	—	—	—	—	—	—	—			—	—
1st class ordinary	2·09	1·55	2·22	1·60	1·55	1·54	2·16	2·09			2·18	2·00
2nd class ordinary	1·57	1·16	1·64	1·20	1·33	1·20	1·51	1·56			1·64	1·60
3rd class ordinary	1·00	0·80	0·97	0·80	0·96	0·97	1·20	0·95			1·10	1·00
Average speed in miles per hour:												
Quickest trains (including stoppages).	35	21	31	33	22	26	28	30			30	30
Slowest trains (including stoppages).	22	17	17	18	14	18	16	19			22	18

ROYAL PALACES.

	France.		England.		
	Fontainbleau.	Versailles.	Windsor.		Hampton Court.
Population	10,000	34,000	9,520		2,971
Distance from Metropolis (English miles)	37	14·3	25	21	15
Trains per day, down :			L. & S.W.	G.W.	
1st class, at express fares	—	—	—	—	—
1st class, at ordinary fares	11	33	12	21	15
2nd class, at ordinary fares	10	33	12	21	15
3rd class, at ordinary fares	10	—	3	3	2
Fares per mile :	*d.*	*d.*		*d.*	*d.*
1st class express	—	—		—	—
1st class ordinary	1·71	1·00		2·14	1·60
2nd class ordinary	1·28	0·83		1·62	1·20
3rd class ordinary	0·95	—		1·00	1·00
Average speed in miles per hour:					
Quickest trains (including stoppages)	30	25	25	34	26
Slowest trains (including stoppages)	18	17	19	19	15

CELEBRATED CATHEDRAL TOWNS.

	France.				England.			
	Rheims.	Amiens.	Sens.	Chartres.	Salisbury.	Peterborough.	Chichester.	Winchester.
Population	43,643	56,000	10,488	18,234	12,278	11,735	8,059	14,776
Distance from Metropolis (English miles)	107	81	71	55	83½	76	69	65
Trains per day, down :								
1st class, at express fares	—	—	—	—	—	—	3	—
1st class, at ordinary fares	7	10	9	8	5	14	8	9
2nd class, at ordinary fares	6	7	6	6	5	14	8	9
3rd class, at ordinary fares	5	5	6	4	1	3	3	1
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	—	—	—	2·43	—
1st class ordinary	1·73	1·74	1·71	1·72	2·52	2·16	2·07	2·55
2nd class ordinary	1·29	1·30	1·29	1·30	1·76	1·66	1·38	1·80
3rd class ordinary	0·95	0·95	0·94	0·94	1·00	1·00	0·91	1·02
Average speed in miles per hour:								
Quickest train (including stoppages)	31	34	30	30	35	47	35	35
Slowest train (including stoppages)	15	18	19	17	26	24	18	19

LARGE PROVINCIAL TOWNS (over 100,000 Inhabitants).

	France.			England.						
	Lyons.	Lille.	Rouen.	Manchester.			Leeds.		Birmingham.	
Population	300,000	113,420	150,000	357,979			207,165		296,076	
Distance from the Metropolis (English miles)	315	154	87	189	203	253	185		113	129
Trains per day, down :				L.&N.W.	G. N.	G. W.	Mid.	G.N.	N.W.	G. W.
1st class, at express fares	—	—	—	—	—	—	—	—	—	—
1st class, at ordinary fares	7	6	10	10	6	3	8	7	12	5
2nd class, at ordinary fares	4	4	8	10	6	3	8	7	12	5
3rd class, at ordinary fares	4	4	5	1	2	1	2	1	1	1
Fares per mile:	*d.*	*d.*	*d.*	*d.*			*d.*		*d.*	*d.*
1st class express	—	—	—	—			—		—	—
1st class ordinary	1·73	1·74	1·68	2·10			2·14		2·12	2·12
2nd class ordinary	1·30	1·31	1·26	1·52			1·56		1·60	1·60
3rd class ordinary	0·95	0·96	0·93	1·00			1·00		1·00	1·00
				Same fares on G.N., G.W., and L. & N.W.			Same fares on G.N. and Mid.			
Average speed in miles per hour:										
Quickest train (including stoppages)	35	32	36	38	40	22	36	40	38	33
Slowest train (including stoppages)	19	18	19	17	18	14	17	23	20	17

SMALLER PROVINCIAL TOWNS (UNDER 100,000 INHABITANTS).

	France and Switzerland.									
	Avignon.	Grenoble.	Geneva.	Strasbourg.	Metz.	Nancy.	Dijon.	Valenciennes.	Tours.	Orleans.
Population	31,812	32,800	41,000	75,565	64,727	50,000	33,493	24,200	33,500	47,600
Distance from the Metropolis (English miles)	461	400	388	312	244	220	196	156	145	75
Trains per day, down:										
1st class, at express fares	—	—	—	—	—	—	—	—	—	—
1st class, at ordinary fares	6	3	3	5	6	7	9	6	9	12
2nd class, at ordinary fares	3	1	2	3	5	5	5	4	5	7
3rd class, at ordinary fares	3	1	2	3	4	4	5	3	5	7
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	—	—	—	—	—	—	—
1st class ordinary	1·73	1·71	1·73	1·73	1·73	1·73	1·73	1·73	1·73	1·73
2nd class ordinary	1·30	1·28	1·30	1·30	1·30	1·30	1·30	1·30	1·30	1·30
3rd class ordinary	0·93	0·94	0·93	0·95	0·95	0·95	0·95	0·95	0·95	0·95
Average speed in miles per hour:										
Quickest trains (including stoppages).	33	29	28	31	30	31	35	31	34	32
Slowest trains (including (stoppages)	20	17	19	19	19	20	20	19	15	18

(*continued.*)

	England.										
	Carlisle.	York.	Chester.	Exeter.	Nottingham.	Norwich.	Bath.	Ipswich.	Maidstone.		Brighton.
Population	29,417	45,385	31,110	41,749	74,693	74,891	52,528	37,950	23,058		87,317
Distance from the Metropolis (English miles)	301	191	178	171	125	113 via Colchester. 126 via Cambdge.	106	68	From Charing Cross. Reigate 57½	N. Kent 44	50
Trains per day, down:				L & S.W. | G.W.		Col. | Cam.				
1st class, at express fares	—	—	—	1 | 3	—	1 | 1	3	1	—	1	7
1st class, at ordinary fares	7	11	7	3 | 4	7	4 | 5	9	6	6	7	7
2nd class, at ordinary fares	7	11	7	3 | 4	7	4 | 5	9	6	6	7	7
3rd class, at ordinary fares	2	1	3	1 | 1	1	1 | 1	3	1	2	6	3
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class express	—	—	—	2·80	—	2·81	2·65	2·90	—	2·45	2·64
1st class ordinary	2·19	2·25	2·09	2·46	2·22	2·51	2·12	2·47	2·32	2·27	2·10
2nd class ordinary	1·60	1·66	1·55	1·75	1·63	2·01	1·60	1·99	1·75	1·50	1·56
3rd class ordinary	1·00	1·00	1·00	1·00	1·00	1·51	1·00	1·50	1·00	1·00	1·00
Average speed, in miles, per hour:				Same fare on L.&S.W. and G.W.		Parl. 1·00		Parl. 1·00			
Quickest trains (including stoppages).	39	41	30	35 | 38	34	32 | 35	37	36	28	28	46
Slowest trains (including stoppages).	22	24	17	25 | 19	19	Ord. 19 Par. 17 \} 20	17	17	21	20	23

Appendix DN.

Particulars of Railway Service between various Towns in,—

Belgium,
Prussia,
Austria,
Bavaria,
Rhenish Germany,
Central Germany,
Italy.

Prepared for the Commission from Official Time Tables, 1865 and 1866.

BELGIUM.

	From Brussels.			
	To Luxembourg.	To Ostend.	To Verviers.	To Antwerp.
Distance from Metropolis (Brussels) (English Miles)	137	77 viâ Alost	86	27
Trains per day:				
1st class, at express fares	—	2	4	3, also for 2nd & 3rd class.
1st class, at ordinary fares	2	3	5	8
2nd class, at ordinary fares	2	3	5	8
3rd class, at ordinary fares	2	3	5	8
Fares per mile:	*d.*	*d.*	*d.*	*d.*
1st class, express	—	1·65	1·47	1·37
1st class, ordinary	1·29	1·25	1·17	1·17
2nd class, ordinary	0·97	0·94	0·90	0·80
3rd class, ordinary	0·65	0·62	0·59	0·55
Average speed in miles per hour:				
Quickest train (including stoppages)	21	33	29	35
Slowest train (ditto)	21	23	20	18

PRUSSIA.

	From Berlin.		From Frankfort-on-the-Oder to Dirschau.
	To Breslau.	To Hamburg.	
Distance (English Miles)	219	175	249
Trains per day:			
1st class, at express fares	1	1	1
1st class, at ordinary fares	2	2	2
2nd class, at ordinary fares	2	2	2
3rd class, at ordinary fares	2	2	2
4th class, at ordinary fares	1	1	1
Fares per mile :	*d.*	*d.*	*d.*
1st class, express	1·69	2·06	1·70
1st class, ordinary	1·56	1·54	1·57
2nd class, ordinary	1·17	1·17	1·18
3rd class, ordinary	0·80	0·86	0·79
4th class, ordinary	0·39	0·43	0·40
Average speed in miles per hour :			
Quickest train (including stoppages)	29	28	28
Slowest train (ditto)	17	19	21

AUSTRIA.

	From Vienna.			
	To Trieste.	To Cracow.	To Prague.	To Brünn.
Distance (English miles)	362	256	249	92
Trains per day :				
1st class, at express fares	1 3 times a week.	—	1	1
1st class, at ordinary fares	2	2	1	2
2nd class, at ordinary fares	2	2	1	2
3rd class, at ordinary fares	2	2	1	2
Fares per mile :	*d.*	*d.*	*d.*	*d.*
1st class, express	2·24	—	2·01	2·25
1st class, ordinary	1·87	1·87	1·87	1·88
2nd class, ordinary	1·41	1·41	1·41	1·41
3rd class, ordinary	0·94	0·94	0·94	0·94
Average speed in miles per hour :				
Quickest train (including stoppages)	24	20	28	29
Slowest train (ditto)	14	15	19	21

GERMANY. (BAVARIA. RHINE.)

	BAVARIA.		RHINE.		
	From Aschaffenburg to Munich.	From Augsburg to Lindau.	From Cologne to Bingerbrück.	From Cologne to Coblenz.	From Wiesbaden to Oberlahnstein.
Distance (English Miles)	235	120	94	56	53
Trains per day :					
1st class, at express fares	1	2	1	—	—
1st class, at ordinary fares	1	1	5	8	6
2nd class, at ordinary fares	3	4	5	7	6
3rd class, at ordinary fares	3	4	4	6	5
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*
1st class, express	1·61	1·60	—	—	—
1st class, ordinary	1·34	1·33	1·53 *	1·50 *	1·57
2nd class, ordinary	0·89	0·89	1·15	1·13	0·89
3rd class, ordinary	0·59	0·60	0·77	0·75	0·60
Average speed in miles per hour:					
Quickest train (including stoppages)	24	27	29	32	24
Slowest train (ditto)	13 for 2nd & 3rd class only.	16	21	24	18

* Return Tickets about ⅓rd more, available for five days for 1st and 2nd class, and three days for 3rd class.

GERMANY. (CENTRAL.)

	GERMANY.						
	From Heidelburg to Basle.	From Frankfort-on-Main to Cassel.	From Stuttgart to Friederichshafen.	From Leipzic to Magdeburg.	From Leipzic to Dresden.	From Frankfort-on-Main to Heidelburg.	From Bruchsal to Stuttgart.
Distance (English miles)	157	124	123	73	71	54	49
Trains per day :							
1st class, at express fares	1	1	—	1, also for 2nd & 3rd class.	1, also for 2nd & 3rd class.	1 for 1st & 2nd 1 for 1st, 2nd, & 3rd.	2
1st class, at ordinary fares	2	2	3	3	5	5	4
2nd class, at ordinary fares	2	3	3	4	5	5	4
3rd class, at ordinary fares	2	3	2	4	5	5	4
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class, express	1·63	—	—	1·97	—	1·61	1·57
1st class, ordinary	1·36	1·56	1·33	1·58	1·52	1·35	1·29
2nd class, ordinary	0·93	1·04	0·87	1·05	1·15	0·89	0·84
3rd class ordinary	0·59	0·65	0·59	0·66	0·76	0·59	0·56
Average speed in miles per hour :							
Quickest train (including stoppages.)	26	25	21	26	28	27	25
Slowest train (including stoppages.)	19	12, for 2nd & 3rd class only.	16	13, for 2nd & 3rd class only.	19	12	15

ITALY.

	ITALY.					
	From Turin to Genoa.	From Turin to Milan.	From Florence to Leghorn.	From Ancona to Bari.	From Naples to Rome.	From Venice to Peschiera.
Distance (English miles)	103	90	61	278	162	88
Trains per day :						
1st class, at express fares	—	—	—	—	—	—
1st class, at ordinary fares	4	5	5	1	1	2
2nd class, at ordinary fares	4	5	5	1	1	2
3rd class, at ordinary fares	2	3	4	1	—	2
Fares per mile:	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
1st class, express	—	—	—	—	—	—
1st class, ordinary	1·71	1·74	1·47	1·70	1·88	1·87
2nd class, ordinary	1·19	1·30	1·21	·19	1·50	1·40
3rd class, ordinary	0·85	0·88	1·04	0·85	1·02	0·93
Average speed in miles per hour:						
Quickest train (including stoppages)	30	26	24	24	21	17
Slowest train (ditto)	18	15	19			

APPENDIX DO.

PARTICULARS as to the CAPITAL, &c. of the RAILWAYS in BELGIUM.

(Furnished to the Commission by M. Fassiaux, Director-General of the Belgian Government Railways, and accompanied by Official Returns.)

Brussels, December 5, 1866.

1st. What proportion exists in Belgium between the kilometrical cost (mileage) and the capital?

A. In the railway of the State?

B. In railways belonging to individual companies.

A. The tables forming pages 10–14 of the accompanying pamphlet,* give the details of the expenses of first establishment incurred on the railway of the State to the 31st December 1864.

The sums total of these expenses as well as the kilometrical proportions are as follows:—

	Francs.	Francs per Kilometre.
Establishment of the Railway	136,262,527·35	233,209·00
Construction of the Station Buildings	30,523,933·94	52,481·14
General Expenses	5,280,708·29	9,221·49
	172,067,169·58	294,911·63
If to these sums, which refer to construction properly so called, we add the cost dependent on the purchase of the rolling stock, they will amount to	43,495,964·98	76,428·72
The total Capital for first establishment will be	215,563,134·56	
Or average cost per kilometre		371,340·35

These figures have increased during the year 1865; and it is to be remarked that the expense of first establishment is apt to increase, to some extent, indefinitely, by reason of the continual extension of traffic, which necessitates either works for the enlargement of stations already established, or the building of new stations, as well as an increase in number and strength of vehicles and engines.

The annual expenses of working only include the cost of the maintenance or renewal of works or stock already existing.

B. The same information does not exist, at least according to such precise data, with respect to the lines conceded to individual companies.

For these, the total amount of the shares or obligations issued by each of them has generally been admitted as capital for the first establishment, and the total of these issues has been compared with the length of the lines to establish the kilometrical cost, but it has been impossible to distinguish between the different categories of expenses.

This information is given in tables 24–37 (6th and 18th columns) of the same pamphlet.

It will be remarked that almost without exception the kilometrical cost of these lines is less than that of the railway of the State. This difference arises principally from the reasons that railways worked by companies have generally only a single line, whereas on the railway of the State the line is almost everywhere double; and that the works of completion are less advanced on the conceded lines, which are of a much later construction.

2nd. What is the mean revenue realized by the working of conceded railways?

The tables already quoted, pages 24–37 (19th column) of the pamphlet, indicate the results of the working during the year 1864.

When in those tables two figures are used to express this result, the highest includes the payment of the sum given by the State under the head of a guarantee of a minimum interest on a fixed capital *(see the answer to the question relating to the intervention of the State, below)*; the lowest gives the revenue really obtained by the working, not including the payment above mentioned.

The other pamphlets attached to this paper give in similar tables the results obtained since 1856.

3rd and 4th. What has been the intervention of the Government in favour of the railway companies, either by means of subventions or otherwise?

Since the establishment of concessions of railways in Belgium the Government has not interfered in any way in their favour. But later, crises of various kinds having arisen to prevent either the continuation or even the undertaking of works by reason of the difficulty of obtaining the necessary capital, Government has consented, with the consent of the Legislative Chambers, to guarantee a minimum revenue, representing a rate of interest fixed on a part of the capital of first establishment.

Saving one single exception, the State has only had to pay hitherto part of the sums promised, when the annual receipts did not amount, after deduction for the working expenses, to the minimum revenue guaranteed.

The sums thus paid by the Government are repayable as soon as the revenues of the lines interested have attained a given amount.

The pamphlet attached to this under the letter A. contains (pages 76–105) very precise information on this subject for each of the railways conceded to companies that were working in 1859.

* This paper was accompanied by printed pamphlets of statistics.

APPENDIX DP.

FURTHER STATEMENT by Mr. G. W. HEMANS regarding IRISH RAILWAYS.

December 10, 1866.

IN reference to my evidence before the Railway Commission, I now forward a calculation on which it seems to me a system might be founded for the absorption of all the Irish lines into one management, with great benefit to the country, and probably no real loss to the Government. A reduction of all fares 25 per cent. would save the country (in round numbers) 400,000*l.* per annum, while the utmost deficit could not exceed 257,000*l.*, which might have to be levied for a short period by baronial rates. This rate, if ever levied, would be 5*d.* in the pound on rateable property in Ireland, 4*d.* on each acre of arable land, or 3*d.* in the pound addition to the income tax of the country.

In this calculation I have taken the floating debt, to include what are called Lloyd's bonds, at 2,000,000*l.*, which I believe to be a very full estimate.

It may be worth while to append these figures to my evidence, if not too late.

G. W. HEMANS.

SUGGESTION for TRANSFER of IRISH RAILWAYS to the GOVERNMENT.

	£		£
Ordinary shares paying dividend	11,088,663	Average of present rates, say 3½ per cent.	369,622
Preference shares paying dividend	2,868,534	Assumed rate, say 4 per cent.	114,741
Loans, total of	5,773,628	„ at 5 per cent.	288,681
Principal	19,730,825	Paying	773,044
Capital, not paying any dividend	5,985,181	To be reduced at 5*s.* in the pound to 1,496,295*l.*, at 3 per cent.	44,888
Total shares and loans	25,716,006	Annual interest charge	817,932
Floating debt taken at	2,000,000	Interest (see below)	62,500
			880,432
Total traffic receipts	1,581,606	Less 25 per cent. on account of concentration	1,186,205
Working expenses	750,530		562,898
	831,076	Net revenue	623,307
		Deficit	257,125
			880,432

	£
ANNUAL CHARGE to be provided for (deficit as above)	257,125
In either of the following ways :—	
Rateable property in Ireland, 12,897,131*l.* at 5*d.*	268,698
Arable land, 15,465,825 acres at 4*d.*	257,763
Addition to income tax at 3*d.* in the pound	261,114

APPENDIX DQ.

LETTER from Mr. W. MALCOMSON on IRISH RAILWAYS.

Mayfield Factory, Portlaw, Ireland,
November 26th, 1866.

TO HIS GRACE THE DUKE OF DEVONSHIRE.

THE Railway Commission over which your Grace has so diligently presided, and which, if it shall have answered no other end than that of drawing more general attention to the working of our railway system, with a view to making it more generally useful and advantageous to all classes, has done much good.

I must confess that for myself, and I feel sure it was so with many others, it seemed to be an inquiry that was likely to interfere and meddle too much with what might be considered to be within the rights of private enterprise; but the more I review the subject of railways in Ireland the more I am convinced that they should take their places more as undertakings of public interest than for private advantage, and that the earliest opportunity should be taken by the Government of obtaining possession and control of them, so as to make them as universally advantageous and useful to the public as they can be.

If we look at the early history of what are now called the public roads in Ireland, many of them must at first have been made to serve certain interests, and not for the general service of the community; then came turnpike trusts, by whom many of the main roads in Ireland were owned and kept in repair; and lastly, the counties have superseded these, removing all turnpikes, giving the public the benefit of freer communication, providing for the repairs of those roads out of the county rates at a much less average cost than when owned and repaired by separate trusts, and providing for the intercourse of localities a much freer means of exchanging its traffic.

All of us who can remember the working of the two systems will acknowledge what an improvement the present one is; we have only to look upon Ireland as one large county, the present railway boards as so many turnpike trusts, and the Government taking upon it grand jury duties, arranging for taking up the various trust interests, and taxing the property and the measures of the whole of Ireland for a rate in aid until the working of a new system, having the lowest rate of charges as its basis, should inaugurate a time when, instead of a loss, the income from them should become a source of profit to the community.

Nor would the Government be without other precedents for this, in the supplying of water to towns, in the lighting, watching, &c., the principle of taking all property within certain limits which are supposed to partake of those advantages is recognized, and as railways are recognized as affording advantages to all classes of the community, there would seem to be justice in taxing all for their promotion and support.

We should not seek such assistance from the imperial legislature except in advancing funds for their purchase, and this we consider it would be its advantage to afford; everything that tends to the improvement of a country benefits the imperial exchequer from the increased excise returns from a thriving community; and I need not dwell on the other advantages which would result, and which will occur to any one who takes a comprehensive view of the advantages which cheap, expeditious, and frequent communications give to a community.

The Belgian government have, from their first introduction, kept the railways in their own hands; they are felt to be a general advantage to the country, and within the last few months they have made extraordinary reductions in their passenger fares, particularly for long journeys, with, I believe, satisfactory results.

The Government having purchased the railways, and fixed the rates for passengers and goods, could let the working of them in part or in the whole to companies, who would supply the rolling stock and work them, like the old coaching establishments under official inspection and control. Other details might be referred to, but I feel sure that all are capable of being arranged for, and localities which at present, from their local traffic not being sufficient, are not provided with railway accommodation would be provided for.

I remain, respectfully,
WILLIAM MALCOMSON.

APPENDIX DR.

LETTER from MR. BULLAR on RAILWAY LEGISLATION, &c.

Temple, December 21, 1866.

MY DEAR CAPTAIN GALTON,

PARLIAMENTARY legislation on the affairs of companies generally, but especially of railway companies, seems to need a thorough setting to rights. It appears to have been, during the last 35 years, proceeding more and more on a misapprehension of what are the proper functions of Parliament. Standing orders and standing order clauses, which fail to convince the reader that they are embodiments of absolute wisdom, have been devised to meet particular mischiefs, and have been made of general application, and a practice more rigid than the standing

orders prevails. If it had been intended to establish a system of "meddle and muddle" for the financial affairs of the companies, to make a futile endeavour to control the action of the money market, and to give a delusive semblance of security to "debentures" and "preferences," the objects could scarcely have been better attained.

There has been an affectation of limiting the amounts that companies may raise, at the same time that they are permitted to increase the amounts whenever they solicit an Act for authorizing them to raise more money. This permission could not, however, be withheld, because the original limit is fixed with a foregone conclusion that it must be transgressed.

A limit of the rate of dividend on preferential capital has been fixed arbitrarily and without any reference to the market value of money, and companies have often been saddled with what amounts to a higher rate of interest, because they have been obliged to dispose of their shares at a discount.

All guaranteed dividends have been forbidden, apparently because, on the occasion of one great fraud being perpetrated, the arrears of guaranteed dividend increased the losses occasioned by the fraud; and now the preferential dividend for a year is to be paid out of the year's profits only. The consequence is that, instead of a company raising what they want on 4 per cent. guaranteed dividend, they may have to pay 6 per cent. preferential dividend. The only consolation for the ordinary shareholders is, that if, in some year, the whole 6 per cent. cannot be paid, the preferential shareholders will be the losers: not a very bright consolation when the ordinary shareholders, owing to the mistaken kindness of the Legislature, lose every year by their wretched bargain 2 per cent.

The companies may not guarantee dividend, even temporarily, on any of their own preferential capital; but they are often expressly authorized to guarantee perpetual dividend on even the ordinary capital of other companies.

The companies are forbidden to pay, out of capital, dividend on any money called up on their shares: but they are authorized to pay, out of capital, interest on money paid in advance of calls; so that, by arranging to have all their capital paid up in advance of calls, which they lawfully may and sometimes do, they can pay out of capital what is the same as "dividend," although it is called "interest."

A Bill for authorizing the making of a railway may not contain any power to make a "lease" of the railway: but it may contain a power to make a "working agreement;" which, in law, is a lease. Parliament forbids a lease, as a lease, and authorizes a lease, as a working agreement, because it must be had; following the example of Buonaparte, who printed, on English-made paper, his Milan decrees prohibiting the use of English manufactures, because he could get no other paper for the purpose. *Necessitas non habet leges.*

Parliament ignores the common law, that when a company are incorporated, and are authorized to make a railway, one of their legal incidents is, that they may incur debts, valid both at law and in equity, to whatever amount is necessary for having the railway made; and that this lawful power of incurring debt is not restricted by the limit of the amount which they are expressly authorized to raise on shares and debentures.

Thus, if a company are incorporated for making a railway and are authorized to raise for the purpose 600,000*l.* on shares, and 200,000*l.* on debentures, they may lawfully bind themselves to pay to a contractor 1,200,000*l.* for making the railway; and when they have paid to him every pound that they can raise, and are still in debt to him 400,000*l.*, that is as lawful and valid a debt as their 200,000*l.* debenture debt.

But if the company, not having the wherewithal to pay any part of the 400,000*l.* until Parliament enables them to raise it by preferential capital, give to him 80 separate acknowledgments under their common seal that they owe him 5,000*l.*, so as to enable him to raise money on them in the mesne time, Parliament is seized with a pious horror at the iniquity committed by the company in thus issuing "Lloyd's bonds."

Parliament also ignores the common law that two or more affirmative propositions may stand together; and in one recent case the consequence was, that a railway company which had complied with the latest enactment, intended by Parliament to supersede those which had gone before, found themselves liable to penalties exceeding 5,000,000*l.* In this case Parliament, of course, readily rectified its error by expressly repealing the earlier enactments.

But Parliament is not always so tender with involuntary error.

A large railway company, misreading one of their Acts of Parliament, created 700,000*l.* preferential capital, when their power was to create it only as ordinary capital. As soon as they found out their mistake they applied to Parliament to legalize what they had done, and Parliament did so; but only on the condition that they should, during 700 years, redeem yearly out of their profits 1,000*l.* of the peccant stock: so that at the end of seven centuries all evidence that the company's secretary had misconstrued half a dozen words in an Act of Parliament should be wiped out and the company should be restored to their pristine purity.

Parliament professes to act on the principle that a man shall not be deprived of his property without being fully compensated for it, and applies the principle thus:

Mr. Brown has invested 5,000*l.* in a little estate in the country, to which he retires. Mr. Jones has invested 5,000*l.* in preferential stock, part of a total of 1,000,000*l.*

Parliament compels Mr. Brown to allow a railway to be made through his land on an embankment 30 feet high and within 50 yards of his front windows.

The railway company propose to their preferential stockholders a financial scheme of advantage to the company and to all classes of their shareholders, but which requires the concurrence of every preferential stockholder. All but Mr. Jones consider it to be to their advantage, and agree to it. Mr. Jones "under advice" stands out on his 5,000*l.* and Parliament refuses to coerce him in the matter.

Parliament grants compulsory powers over Mr. Brown's land, and forces him to take, as compensation, whatever 12 jurymen, in an under sheriff's court, no one of them necessarily having an acre of land of his own, think to be proper; but they will not put any compulsion on Mr. Jones and make him take for his 5,000*l.* stock what the holders of 995,000*l.* stock, all in the same interest with himself, consider to be for their common benefit.

Mr. Jones therefore has to be bought off by paying to him 50*l.* premium and his costs: by which means Messrs. Quirk and Co., under whose disinterested advice he stood out, pocket 416*l.* 6*s.* 8*d.*

Three-fifths of ordinary shareholders can overrule the minority of two-fifths, and if a large majority, say nine-tenths, of debenture holders, preferential shareholders, or any other class with like interests, could overrule the minority of one-tenth, a heavy blow and a great discouragement would most properly be given to the pettifogging manufacturers of costs.

The holders of debentures and preferential stock seem in some respects to be regarded as the sacred castes, and landowners and ordinary shareholders as the pariahs, of the railway world.

A railway company with 1,000 miles of railway may make their own traffic arrangements over the whole of their system; but if they want to extend the arrangements over five miles of railway belonging to another company, anxious for the extension, they must submit the details to be overhauled by a Parliamentary Committee, perhaps entirely innocent of all knowledge of traffic arrangements; while, if they ask to amalgamate the five miles with the 1,000, not a question is asked as to what their traffic arrangements are, or are to be. The principle involved in this may be supposed to have been derived from the occult sciences.

The anomalies, the contradictions, and (nothing but my veneration for Parliament restrains me from adding) the absurdities of company legislation would fill a volume.

When Law's "Bubble" burst in 1720, Parliament, in its wisdom, determined that thenceforth for ever there should be no more of those infernal machines, joint-stock companies; and therefore (with trifling exceptions) the turnpike roads, docks, canals, &c. were, during the century following, made by money raised chiefly on bonds. When the Bubble Act had done its work for 100 years it was repealed, and then Parliament went off on another tack, and resolved that only one-fourth of the money that was wanted for an undertaking should be raised on debentures.

Parliament evidently saw that some deep principle was involved in that one-fourth, although the world at large has been as much puzzled by it as by the principle on which (according to the Dublin Professor) "Cæsar quartered Gaul "into three halves."

This recondite principle has, however, been rigidly adhered to. The Stockton and Darlington Railway Company, managed by very able, prudent and long-headed men of business, by their admirable financial regulations set an excellent example to all junior railway companies; for they paid the interest on their debentures, and nearly 10 per cent. dividends on their capital. Their debenture holders and their shareholders were perfectly satisfied; but Parliament knew what was good for them better than they did themselves, and, because the debenture debt exceeded the magic one-fourth, compelled the company to redeem the excess by shares.

If any practical good came from this meddling with

the financial affairs of companies, it might be tolerable; but Parliament cannot, by standing order clauses, raise the market value of stock, shares or debentures, except fictitiously. Mr. Vansittart's celebrated resolution, "That a "one pound note and a shilling were equal in value to a "golden guinea," deluded no one into selling a golden guinea for less than 27*s.*; but the safeguards which Parliament has affected to provide for the holders of debentures and preferential shares have deluded many into giving 20*s.* for what was not worth 1*l.*

It is true that the object of Parliament has, in many cases, been frustrated by the action, more or less illegal, of companies; but where the attainment of an object depends on what is beyond the control of Parliament, it is at the best inexpedient to act as if its attainment were certain.

Some of the parliamentary regulations cannot be complied with.

For instance, five years are allowed to a railway company to complete a branch line, and at the end of the five years their powers to make it are to cease, except as to so much of it as is then completed.

Then Parliament enacts that if it is not completed by the end of the five years the company shall pay a penalty of 50*l.* a day until they complete the line, unless the Board of Trade certify that the non-completion was occasioned by circumstances beyond their control; the want of money (but this was altered at the end of the last session) not to be considered a matter beyond their control!

Now, as a rule, nothing but the want of money prevents a line being completed in due time. The five years expire; the line is incomplete; and the company find themselves obliged, in order to incur as few days' penalty as may be, to raise the money as they can, legally or illegally, and to go on with the works in spite of their powers to complete the line having expired.

Parliament ought to leave companies at entire liberty to raise whatever money they think fit, in whatever manner they think fit. There would, doubtless, be many cases in which gullible investers would lose their money; but it may be doubted whether the aggregate of loss would be nearly as great as under the present system: and it is probable that, after a time, military and naval officers, clergymen, and widows and spinsters (who form the three great classes of contributories to companies which have to submit to be wound up) would learn to take more care of their money than they now do. Men and women cannot be protected against their own imprudence; but, on the other hand, they ought not to be misled by the assumption that Parliament can regulate the value of money and money's worth—the assumption which influenced Jack Cade when he proposed, with a prophetic eye to the legislation of 1863, to enact that "seven halfpenny loaves should be sold for a penny." Could Jack Cade have imagined anything more thoroughly to his heart's content than the enactments of the Companies Clauses Act, 1863: that preferential dividends should not exceed 5 per cent., and should be paid out of the yearly profits only; and that new shares or stock should never be disposed of by the company below par?

Parliament ought not to confer on a company authority to make a railway without a sufficient guarantee that the capital requisite for making it would be forthcoming.

Parliament has tried to secure this by means of subscription contracts, and deposits, which have failed of the desired effect; and it would be well that they should now try another plan.

Prohibit the company from taking any land by compulsion until they have paid up and invested, in the names of trustees, all the money reasonably estimated to be necessary for paying for all the land that they require, either for the whole line or for a sufficient section of it, and prohibit them from beginning any part of their works until, by compulsion or agreement, they have acquired the land, and have paid for all that they take compulsorily or from tenants for life or trustees.

Those would be reasonable prohibitions, which, while adequately protecting the landowners and the public, would not prevent the making of any railway which was really needed, and would choke off all merely speculative lines.

A few amendments of the Companies and Lands and Railways Clauses Acts, and of some of the General Railway Acts, and the disuse of some standing order clauses would be sufficient, and the labours of parliamentary committees would be lightened. Those labours must, in some cases, be far more severe than the public imagine, for what mental process could be more painful than that of a member of a committee, sitting in judgment on a railway traffic arrangement and honestly trying to do his duty, who, after several days' sitting asked a friend, privately, "What are *through rates*, about which they have "been saying so much?" Fancy the worthy man having to decide whether it was proper that there should be "through "rates and through booking and clearing-house terminals "with equal mileage division, excluding terminals, except "station to station terminals," or any other proposal couched in equally precise railway slang.

But if companies are to have unlimited freedom of action in the money market, it will be requisite to subject their directors to such checks as might deter those among them whose perception of their duty to their neighbour is somewhat hazy from perpetrating what honest men might, however censoriously, consider to be frauds.

Every prospectus, report or statement of accounts ought to be as absolutely free from *suppressio veri* as from *suggestio falsi*, and better provision than now exists ought to be made for rendering directors civilly and criminally responsible for every misleading statement published with their apparent sanction.

They ought to be puuishable, not only for a wrong done with their cognizance, but also for a wrong the doing of which their official position ought to have enabled them to prevent, or which, not being absolutely preventible by them, they did not usè their best endeavours to prevent, and did not denounce with sufficient publicity so soon as they found those endeavours ineffectual.

To judge from the past, no director is practically punishable for any misleading statement unless it be of so gross a character as to shock a rogue.

What some tough-conscienced but useful directors seem to need is, that practical experience of the discomforts consequent on evil doing that led the factor to say to his son on his setting up in business for himself, "Sandy, my boy, "honesty *is* the best policy:—for I've tried both."

Why should not Parliament prescribe a well-considered form in which every railway company should publish their half-yearly accounts? not an account framed on the double entry plan of professional accountants, which, however intelligible to them, is caviare to the vulgar, but an account framed on the Chancery system of "charge and discharge," the only system which excludes "quartering" as well as "cooking" accounts, and is readily comprehensible by the hundreds of thousands of shareholders whose facile acquaintance with arithmetic does not embrace the rule of three.

It ought not to be possible that a half-yearly account of a great railway company should give only the balance of a country agent's account, so that (for instance) instead of there appearing on one side "legal expenses, 4,800*l.*," and on the other side "sale of superfluous land, 4,600*l.*," there should appear on one side only, "legal expenses 200*l.*" Nor, on the other hand, should it be possible to smuggle payments to compromise oppositions in Parliament into "legal expenses."

But pray do not misunderstand me as intending to insinuate that fraud is the rule in railway affairs. On the contrary, I believe that it is the exception, and, considering the magnitude of the railway system, that the per-centage of official dishonesty is really small.

A fraud involving a million attracts public attention, while no notice is taken of the contemporaneous honesty in dealing with a hundred millions.

Parliament is to blame for there being much laxity of practice in complying with statutory requirements, because it enacts much that is contrary to that rare commodity, common sense, and so forces companies to contrive how, without directly contravening the statute law, they can so avail themselves of their common law rights as to reconcile a due attention to their own interests with the least possible attention to the restrictions which are imposed on them by "the wisdom of Parliament."

It might also be well to relieve the Board of Trade of the necessity of making their reports on Bills, the chief use of which now seems to be to keep alive the memory of some antiquated reports of forgotten committees which sat on railway affairs years ago.

It would also be well that the Board of Trade's yearly report on railways, instead of giving figures which are, in one respect, misleading by tens of millions, should, if possible, give figures more nearly to be relied on.

It appears by their reports that railway capital consists of so many millions, and railway debenture debt of so many millions more, and that the yearly railway earnings are other millions. So much of the earnings as are divisible profits is compared by the reader of the reports with the aggregate of the capital and debt, and the inference drawn is that railways are by no means a very good investment, because they do not seem to pay on the average more than some four and a quarter per cent. on the outlay upon them.

But this is the percentage on the nominal amount of the capital and debt together, and not the per-centage on the money which the original shareholders and debenture

holders paid to the companies for their shares and debentures.

It is impossible to ascertain, with entire accuracy, the amount of the money which was so paid; but some approach towards accuracy might be made.

This, however, is not attempted by the Board of Trade; the excuse given, as I was told, by one President of the Board for not trying to get at the truth being, that "it "would offend the railway boards."

The cases are multitudinous in which shares and debentures have been issued at a discount, either directly to the public, or, in the first instance, to contractors or other creditors, who then disposed of them to the public for what they could get, and in many cases the contract sum has been proportionately raised in order to induce a contractor to take, at par, shares which he could dispose of only at a discount.

It may be said that this is not done by any of the large companies in good credit; but their accounts are, more or less, affected by it, because the additions made to their capital and debenture debt, when they amalgamate smaller undertakings with their own, are made at the nominal amounts, without any regard to the discounts at which they were issued.

Some approach to the truth might be made by ascertaining what were the earliest "quotations"; but the devices to conceal discounts have been many and ingenious. Some years ago a 1,000*l.* 5 per cent. debenture of one of the large companies was offered for 900*l.*, and on its being objected that this was issuing a debenture "at a discount," it was replied that "the company issued it at par, but "would allow 10 per cent. commission for taking it."

From what I have been able to learn, I have come to the conclusion that the amount which railway companies pay, as interest on their debenture debt, Lloyd's bonds, and other debts bearing interest, and as dividend on their capital, is equal to 5½ per cent. on the money invested by the public in railways.

Railways are better than docks, for the average return on the total capital invested in docks is, I believe, about 4½ per cent.; and far worse than canals, which, I understand, yield an average of about 15 per cent. on the whole money invested in them.

There are railway matters to which Parliament does not now pay attention on which they properly might legislate. All matters relating to stations on railways are left to the companies, because a station is, technically, not part of the railway. The consequence is, that in many cases station accommodation is inefficient, and what exists is bad.

Where there is, within a given radius from a convenient point on a railway, a given population, the company ought to be compellable by order of the Board of Trade to provide there adequate station accommodation for passengers and goods, and, when necessary, to extend it.

A standing order clause to this effect would be sensible and of value to the public.

Again, a railway company ought to be compelled to book and invoice over their whole system, and with a proper maximum for their charges.

Where the interests of the public are directly concerned Parliament ought to be more careful of details than it now is; but in matters which parliamentary committees can scarcely understand it would be better that it should give more freedom to companies than it now does, as, for instance, in traffic and working agreements.

There is wanted some more effectual official control over railway companies than the Board of Trade and the Court of Common Pleas now have; some officer in, or distinct from, that Board, who should be a good railway man of business, acquainted with the details of engineering and traffic arrangements, and who should have such assistants as he required and chose for himself. Many of the powers, with respect to traffic, which were lately conferred on the Court of Common Pleas might, with advantage, be transferred to him; for the expense of applying to a court of law is often a protection to abuses.

If it were objected that this would be to deprive the subject of the protection of Her Majesty's judges, it might be replied that this protection is not needed in railway affairs, seeing that the clearing house, with general satisfaction to its suitors, decides, in a year, more points of law and matters of fact than (if litigated) all the courts and juries in Westminster Hall could, with their present mode of procedure, decide in several years, and at 99 per cent. (at least) less cost.

You will quite understand that I am objecting only to the system which is now in force. The code for railway companies which is embodied in the Companies, Lands, and Railways Clauses Acts entitles their authors, Messrs. Palk, Booth, and Bethune, to the highest credit as draughtsmen, and it is impossible to overestimate or too much to admire the single-minded honesty of purpose, and indefatigable laborious painstaking with which the system has been officially carried into effect; but a system which is based on false principles can never work out truthful results, and the present depreciation of the market price of all railway stocks and securities is conclusive evidence that "parliamentary security" in railway affairs has been tried and found unsubstantial.

Sir Robert Peel talked of "the sweet security of the "3 per cents.," but Acts of Parliament, backed up by even the Consolidated Fund of the United Kingdom, cannot protect fundholders against having to sell at 89 Consols which they bought at 98.

The great mistake in the Railway Clauses Act is the mistake of permitting a railway company to be carriers on their own railway; so that the company combine in themselves the antagonistic functions of turnpike road trustees and stage coach proprietors. It is to this mistake that non-paying branches and unclosed capital accounts are chiefly owing: and I doubt whether railway companies will ever be freed from financial embarrassments until they are divided into companies owning their railways and taking tolls for trains running on them, and companies owning and running the trains, paying the tolls, and taking the fares, rates, and charges for the traffic which they carry.

Yours very sincerely,

JOHN BULLAR.

Captain Douglas Galton, F.R.S.,
&c. &c. &c.

Appendix DS.

Schedule of Tolls and Charges authorized in the Railway Construction Facilities Act, 27 & 28 Vict. c. 121.

1845-5

Table I.

Maximum Charges for Use of Railway and Supply of Carriages, Waggons, or Trucks.

	For Use of Railway, per Mile.	For Supply of Carriage, Waggon, or Truck by the Proprietors of the Railway, the additional Sum per Mile of
Passengers :—		
For every person - -	Twopence.	One penny.
Animals :—		
For every horse, ass, mule, or other beast of draught or burden (Class 1.) - -	Threepence.	One penny.
For every ox, cow, bull, or head of neat cattle (Class 2.)	Twopence.	One penny.
For every calf, pig, sheep, lamb, and other small animal (Class 3.) - -	Three farthings.	One farthing.
Goods (except as provided for in Table IV.) :—		
For cotton and other wools, manufactured goods, drugs, fish, and all other wares, merchandise, articles, matters, or things not enumerated in any other class (Class 4.) - per ton	Threepence.	One penny.
For sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, chains, and light iron castings (Class 5.) - - per ton	Twopence halfpenny.	One penny.
For coke, charcoal, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, wrought iron, heavy iron castings, railway chains, slabs, billets, and rolled iron, lime, bricks, tiles, slates, salt, fireclay, and stone (Class 6.) per ton	Three halfpence.	One penny.
For dung, compost, manure, undressed material for repair of public roads or highways, coals, culm, cinders, cannel, ironstone, iron ore, limestone, clay (except fireclay), chalk, sand, and slag (Class 7.) - - per ton	Five farthings.	One halfpenny.
For every carriage of whatever description conveyed on a truck or platform belonging to the proprietors of the railway (Class 8.) :		
If not weighing more than one ton - -	Sixpence.	
If weighing more than one ton, then for the first ton	Sixpence.	
And for every additional quarter of a ton, or fractional part of a quarter of a ton, above the first ton - - -	Three halfpence.	

Table II.

Maximum Charges for Supply of Locomotive Power.

For the use of engines for propelling carriages on the railway : For every passenger, animal, and ton of goods - - per mile	One penny.

Table III.

Maximum total Charges for Use of Railway and Supply of Carriages, Waggons, or Trucks, and Supply of Locomotive Power, and every other Expense incidental to Conveyance of Passengers, Animals, or Goods along the Railway.

Passengers :—	Per Mile.
For every person conveyed in a first-class carriage. - - -	Threepence.
For every person conveyed in a second-class carriage - - - -	Twopence.
For every person conveyed in a third-class carriage - - -	Five farthings.
Animals :—	
For every animal in Class 1. - -	Fourpence.
,, Class 2. - -	Threepence.
,, Class 3. - -	Three halfpence.
Goods :—	
For every thing in Class 4. - per ton	Fourpence.
,, Class 5. - per ton	Threepence.
,, Class 6. - per ton	Twopence.
,, Class 7. - per ton	Three halfpence.
For every carriage in Class 8. - -	The charge specified in Table I.

Table IV.

Maximum Charges for small Packages and single Articles of great Weight.

Small packages :—	
For every parcel not exceeding seven pounds in weight -	Sixpence.
,, exceeding seven pounds, but not exceeding fourteen pounds in weight -	Eightpence.
,, exceeding fourteen pounds, but not exceeding twenty-eight pounds in weight - -	One shilling.
,, exceeding twenty-eight pounds, but not exceeding fifty-six pounds, in weight - -	One shilling and threepence.
,, exceeding fifty-six pounds, but not exceeding five hundred pounds, in weight, for the first fifty-six pounds - -	One shilling.
And for every additional fifty-six pounds, or fractional part of fifty-six pounds, above the first fifty-six pounds -	Sixpence.
Single articles of great weight :—	
For every boiler, cylinder, or single piece of machinery, timber, or stone, or other single article :	
If weighing (inclusive of the carriage) more than four, but not more than eight tons, sixpence per ton per mile.	
If weighing (inclusive of the carriage) more than eight tons, such sum as the proprietors of the railway think fit.	

Regulations.

Short-distance Charge.

1. For passengers, animals, or goods conveyed on the railway for a distance less than that prescribed in the certificate as the short distance, and if none is prescribed then for a distance less than six miles, charges are to be payable as for the short distance prescribed, and if none is prescribed then as for six miles.

Fraction of Mile; Passengers.

2. In respect of passengers, every fraction of a mile beyond an integral number of miles is to be deemed a mile.

Fraction of Mile; Animals and Goods.

3. In respect of animals and goods, for a fraction of a mile beyond the short distance prescribed, or if none is prescribed then beyond six miles, or beyond any greater number of miles, charges are to be payable in proportion to the number of quarters of a mile contained in that fraction; and a fraction of a quarter of a mile is to be deemed a quarter of a mile.

Fraction of Ton.

4. For a fraction of a ton charges are to be payable according to the number of quarters of a ton in that fraction; and a fraction of a quarter of a ton is to be deemed a quarter of a ton.

Passengers' Luggage.

5. Every passenger travelling on the railway, may, without charge, cause to be carried in the same train with him his ordinary luggage, not exceeding the weight prescribed in the certificate, and if none is prescribed then not exceeding the weight of one hundred and twenty pounds for a first-class passenger, one hundred pounds for a second-class passenger, and sixty pounds for a third-class passenger.

Special Trains.

6. The restriction as to charges for passengers does not extend to special trains when required by passengers, but applies only to the ordinary or express passenger or goods trains appointed by the proprietors of the railway.

Determination of Weight.

7. Except as to stone and timber, weight is to be determined according to avoirdupois weight.

Fourteen cubic feet of stone, and forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, are to be deemed one ton, and so in proportion for any smaller quantity.

Terminal Station Charges.

8. In addition to the charges in Table III., a reasonable charge is to be payable for the loading, covering, and unloading of goods at any station, being a terminal station in respect of such goods, and for delivery and collection, and any other services incidental to the duty or business of a carrier, where such services, or any of them, are or is performed by the proprietors of the railway.

A station is not to be considered a terminal station in respect of goods, unless they are received there direct from the consignor, or are directed to be delivered there to the consignee.

Small Packages.

9. The term small packages does not include articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like; but applies only to single parcels in separate packages.

Agreement for higher Charges.

10. Nothing herein or in the certificate contained is to prevent the proprietors of the railway from taking any charge over and above the charges herein-before limited for the conveyance of goods of any description by agreement with the owners of or any persons in charge of such goods, either in respect of the conveyance thereof (except small packages) by passenger trains, or by reason of any other special service performed by the proprietors of the railway in relation thereto.

Appendix DT.

Further Information from Mr. Mulvany in regard to German Railways.

Westminster Palace Hotel,
30th January 1867.

My dear Sir,

In reference to my communication of the 6th November last * as to the assistance furnished by the State in Prussia to railways and to a note I made on the table of "Prussian railways, 1863," to the effect that "the results "from 1863 up to the present time were still more favour-"able," I beg to inform you I have received within the last few days a copy of the Berlin "Boersen Zeitung," in which the number of miles opened for traffic in the kingdom of Prussia up to the end of 1866 is stated, and it exhibits such an extraordinary increase in the three years 1864, 1865, 1866, as compared with the results tabulated by me from the statistics up to the end of 1863, and shows how well the system and policy of the Prussian railways are working, that it cannot fail to be interesting to your Commission, and I therefore furnish it to you in the subjoined table:—

Prussian Railways open for Traffic.

	Length in English Miles up to	
	End of 1863.	End of 1866.
Class I.—Railways constructed and managed by the State -	950	1,890
Class II.—Private railways managed by the State - -	876½	966
Class III.—Private railways managed by the companies -	1,948½	3,010
Total Miles, English -	3,775	5,866
Total Cost - - £	63,467,043	96,750,000
Average Cost per Mile, English £	16,812	16,493

In addition to these railways, then open to traffic, the Berlin paper referred to enumerates many others the works of which are in progress, and, still further, many projected and intended to commence this year.

The contrast with Great Britain and Ireland is remarkable. Taking from the "Times" of 20th December last the abstract from the Returns of the Board of Trade Returns for 1865, it appears there were in—

		English miles.
England, Wales, Scotland, and Ireland.	Double lines -	7,503
	Single lines -	5,786
	Total -	13,289

which cost 456,421,000*l.*, or an average price per mile of 34,345*l.*

It may also be interesting to add that the coal trade from Westphalia to Paris to which I referred in my evidence as possible, and which appeared rather to excite doubts, is now, by the facilities afforded by reduction of railway fares and united action on the part of Prussian, Belgian, and French railway companies, an accomplished fact.

I am therefore more than ever convinced that the coal trade I proposed from England through Dublin and other eastern ports of Ireland to the interior of Ireland can be effected on the terms I mentioned, if suitable facilities be afforded, with great profit and advantage to the railways and the country.

Dear Sir,
Yours truly,
Wm. T. Mulvany.

Wm. Pole, Esq.,
Secretary,
Royal Railway Commission,
House of Lords.

* See Appendix DK.

Appendix DV.

Reply by Mr. Bullar to the Remarks of the London and South-western Railway in Appendix DE.

The "remarks" upon my "statements" which have been signed by Mr. Frederick Clarke cannot have been made by him as of his own knowledge, but must have been prepared for his signature, so that it is an unknown writer to some of whose rash assertions as to matters of fact I am compelled to give a direct negative.

The "remarks" as a whole are a valuable testimony in favour of what I have urged— the necessity of official interference, in the interest of the public, with railway management—for the writer seems to have no idea but that the first thing to be considered is the convenience of his company, and the last the convenience of the public.

Railway companies are great monopolists, established for the benefit, in the first instance, of the public; and what the public need is that the natural tendency of monopolists to abuse their power shall be subjected to some wholesome restraint.

The case that is attempted to be made in favour of the company proves the necessity for the suggested interference of the Board of Trade.

It appears by the "remarks" that in the beginning of the year 1859 the directors admitted the necessity of enlarging the Putney station; that for divers causes, altogether beyond the control of the passengers on the railway, the company postponed from time to time the execution of the works, and that it was not till after May 1864 that (the directors being "ultimately compelled" to go on) the enlargement was made.

For more than five years the Putney station was inconveniently, and for a great part of that time was dangerously, overcrowded. It was not until the end of five years after the necessity for enlarging the station had been admitted by the Board that they yielded to what they felt to be "ultimate compulsion." Can there be a doubt that if the Board of Trade could have interfered the compulsion would have been operative at a much earlier period?

The author of the "remarks" omits from his narrative one fact, which I will supply.

The passengers by the railway were exposed to so much danger at the station that they felt that there was a daily risk of a fatal accident. Their respectful representations to the Board had failed to produce any satisfactory effect, and therefore, at last, a letter was written to the chairman of the company, giving him formal notice that the station was dangerously overcrowded; that gentlemen at Putney had determined that if the overcrowding led to a loss of life they would have all the directors indicted for manslaughter; that subscriptions for defraying the expense of the prosecution had been promised; and that the letter would be given in evidence on the prosecution.

To the assertions (1) that "no accommodation for "heavy goods traffic exists *or ever did exist* at Putney"; and (2) that "Putney being a suburb of London, and only "four or five miles from the goods station at Nine Elms, "it is *certain that no goods traffic* with London would *ever* "be conveyed by railway;" and (3) that "no heavy "goods traffic has *ever* been carried on at Putney station;" and (4) that the hay for me "was *invoiced from Bishopstoke* "*to Nine Elms* for Mr. Bullar, and not invoiced through "to Putney as he states," I give the most direct, absolute and unqualified contradiction.

(1.) Some years ago apparatus for hoisting and lowering heavy goods was set up and used at the Putney station. It was ill contrived, and was soon removed, because it increased the labour of moving the goods.

(2.) Tons of potatoes, iron tanks, iron guttering and other heavy goods have, within the last few months, been conveyed by railway from London to Putney; and the refusal to land heavy goods at Putney (compelling the consignees to pay for two miles and a half of extra cartage through their being sent on to Barnes) is a frequent grievance. The interests of the public require that the Putney station should be adapted to goods traffic, and therefore that the Board of Trade should have power to order the requisite accommodation to be provided. The company want to be the judge in their own case. The public want an independent tribunal.

(3.) Heavy goods traffic has within my own observation been carried on at Putney station from early in 1849 to the present year; capriciously, it is true; sometimes being permitted and sometimes being refused. For several years all the hay that I had up from Bishopstoke was delivered at Putney.

(4.) The hay in May 1865 *was invoiced through from Bishopstoke to Putney*, and not from Bishopstoke to Nine Elms. The best evidence of this fact would be the "delivery note," which was sent to me from Nine Elms, and was given up there in exchange for the hay. I have asked the company to produce it, and I am told in reply that "it is not in existence; all such documents being "destroyed after the delivery of the goods to which they "refer." There could scarcely be a more objectionable practice than the practice of systematically destroying the written evidence, in some cases the only evidence which could be produced on any question respecting the propriety of the company's charges. But, happily, two most respectable persons through whose hands the delivery note passed confirm my recollection of it by the positive assurance that "it was to Putney;" and, as the primary evidence has been made away with, secondary evidence is admitted.

JOHN BULLAR.

Temple, January 31, 1867.

Appendix DW.

Extract from the Report of the Committee of Investigation on the Accounts of the London, Chatham, and Dover Railway, appointed 31st August 1866.

It will be seen from the accounts of the several sections set forth in the subsequent part of this report that the nominal amount of the capital of the company is very largely in excess of the amount which has actually been received by the company and expended upon the railways. This arises not only from a large part of the stocks, shares, and debentures having been issued at a discount, but also from the fact that large amounts have been charged to capital account for interest and commission. The aggregate expenditure of all the sections on capital account has been for land, compensation, works, rolling stock, steam ships, engineering, parliamentary and legal expenses, &c. - - - - £10,625,498 7 3

The interest on debentures and temporary loans and dividends on shares, charged to capital account, with the deficiencies on revenue accounts, amount to £1,948,007 16 3

And the rebate and loss on share and loan capital to - - 4,109,796 8 0

Brought forward -		£10,625,498 7 3
	6,057,804 4 3	
		£16,683,302 11 6

The nominal receipts on capital account have been—

Ordinary stock -	5,425,000 0 0	
Preference stock -	5,533,290 0 0	
Debentures -	4,295,230 9 0	
	15,253,520 9 0	

Showing an excess of expenditure over receipts of - - £1,429,782 2 6

Appendix DX.

Complaints from the South of Scotland Chamber of Commerce as to Delays in Delivery of Goods by Railway.

South of Scotland Chamber of Commerce,
Hawick, 5th November 1866.

Sir,

I now forward you particulars of delays in transmission of goods supplied by members of our Chamber as under:—

Laing & Irvine, Hawick.
John Laing Do.
Wm. Laidlaw & Sons, Do.
H. Ballantyne & Sons, Walkerburn.
A. Byers & Son, Langholm.
J. Bowman & Son, Do.
Sime Sanderson & Co., Galashiels.
Brown Brothers Do.
Bogue & Co. Do.
Thomas Ovens Do.
J. & H. Brown & Co., Selkirk.

You will notice that some of the cases specified are of a very aggravated character, and subject the mercantile firms in our district not only to much trouble and inconvenience, but often to very serious loss. The carriers' waggons were, in fact, quite as expeditious, and far more certain in delivering goods.

We are aware that these delays may be the misfortune more than the fault of the North British Railway Company, as opposing companies at Carlisle place as many obstacles in their way as possible; but if the delays can be attributed to such means it is to be hoped the Commission will so report on them that Parliament will deal promptly with such an evil.

If the enclosed documents are received by the Commission as evidence, you will of course retain them. If our witness is required to testify to them, please return them at your convenience.

Yours, &c.
Thomas Cathrae,
Secretary.

W. Pole, Esq.,
Secretary,
Royal Commission on Railways.

Galashiels,
26th October 1866.

Dear Sir,

I am glad to see something is likely to be done regarding the detention of goods in transit by railway.

If anything can be done to ensure a speedier delivery it will be a great boon to the public, and I am persuaded, a greater still to railway companies, if an immediate clearance could be accomplished.

I will mention some of the grievances for detention I have to complain of, which have occurred within the last few weeks, and will confine them to parcels sent to represent stock to complete a sale. If you think they are to the point and worth noticing you can do so, or otherwise, as you think proper.

In September last a parcel of rape cakes was despatched from Hull to represent 100 tons I had bought, but if samples were approved of I wished it extended to 300 tons.

The parcel was carriage paid, and up to this time, 26th October, it has not been delivered. The markets are now up 5*s.* per ton, and the offer cancelled.

On the 10th October I bought, through a broker in Hull, a cargo of linseed cakes at a price agreed upon, cost, freight, and insurance, but subject to approval or rejection on seeing three cakes taken from the bulk as a fair sample of the whole.

They were despatched by the North-eastern Railway from Hull on the 10th instant, but not delivered here until the 25th instant.

On the 17th October I bought 150 tons of guano from a ship discharging at London, sale to be confirmed on seeing sample bag from the bulk. Telegraphed to London for a sample bag, which was despatched by London and North-western Railway on the 17th, and only arrived here on the 24th inst.

I have enclosed the railway receipts which apply to the cases mentioned.

I am, &c.
Thomas Ovens.

Thomas Cathrae, Esq.,
Hawick.

North-eastern Railway.

Main Goods Station, Hull,
10th October 1866.

No. of Order.	From	To.	Goods.	Tons.	Cwts.	Qrs.	Lbs.
2575	AYRE BROTHERS.	Mr. T. Ovens, Galashiels.	1 Parcel Samples, Linseed Cakes.				

No. of Cakes.

Received the above.

London and North-western Railway.

Haydon Square Station,
17th October 1866.

Received from Messrs. Foley and Aikman, one bag, to be conveyed subject to the conditions on the back hereof, for J. Ovens, Esq., of Galashiels.

For the London and North-western Railway Co.
T. Barr.

Conditions on the back.

The London and North-western Railway Company give Public Notice,

That they will not be accountable for any articles, unless the same be signed for as received by their clerks or agents.

Nor will they be responsible for the loss of, or damage done to, money in cash, or bills, or promissory notes, or securities for money or jewellery, trinkets, rings, precious stones, bullion, gold and silver manufactured or unmanufactured, gold and silver plate or plated articles, clocks, watches, timepieces, marbles, lace, furs, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, writings, title-deeds, prints, paintings, maps, engravings, pictures, stamps, or other valuables; nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such hazardous or brittle articles, in packages or otherwise, unless the same be declared as such, and insured according to their value, and paid for at the time of delivery to the company; nor for loss or damage arising from fire, the act of God, or civil commotion.

Nor for the loss of or damage done to goods put into returned wrappers or boxes, or packages described as empties; nor of any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned.

Nor for the loss of or damage of any packages insufficiently or improperly packed, marked, directed, or described, or containing a variety of articles liable by breaking to damage each other, or other articles; nor for leakage arising from bad casks or bad cooperage, or for fermentation.

Nor for loss or damage as to any goods whatsoever, by reason of accidental or unavoidable delays in transit or otherwise.

Nor will they bind themselves to forward goods from any station by the first succeeding train; nor will they agree to send a waggon from one station to another with less than one ton.

Senders of any dangerous articles will be held accountable for any damage arising therefrom or thereto, unless the contents are described as such upon the direction, that due care may be observed in the loading; and in no case will the Company be liable for the loss of any such article; and the Company will not undertake the carriage of gunpowder, aquafortis, vitriol, ardent spirits, lucifer or congreve matches, on any terms whatever.

All goods, from whomsoever received, or to whomsoever belonging, are subject to a lien, not only for the freight of the particular goods, but also for any general balance that may be due from the owners, consignors, or consignees; and if, in fourteen days after the Company first received the goods, the money due be not paid, they will be sold by auction, and the proceeds applied towards satisfaction of such lien and expenses.

All goods will be subject to a charge for demurrage, if not removed from the Company's premises within twenty-four hours after arrival; and fish, fruit, meat, poultry, or other perishable articles, are conveyed at the owner's risk, and will be immediately sold to secure the freight, if it be not paid when such articles arrive at the railway terminus, or are offered for delivery.

No claim for loss or damage (for which the Company are accountable) will be allowed, unless made on the day of arrival of the goods; and the delivery of such goods will be considered as complete when the notice of arrival is rendered to the consignee; or, if carted out by the Company, when the goods are placed at the door of the consignee, or suspended to his crane-chains or tackle; the cellaring or warehousing afterwards will be at the owner's risk. Notwithstanding any period or periods of credit which, as a matter of convenience, the Company may allow, they hereby give notice that all charges for freight or carriage, or for conveyance, are due in cash on delivery or tender of the goods, waggons, or carriages.

All empties not taken away within one month after their arrival, will be sold by auction to defray expenses.

N.B.—The above conditions apply to all parcels and goods received by the Company at all their respective offices and warehouses, wheresoever situate.

Copy.

No. 2,434.

24, High Street, Hull,
September 1866.

North-eastern Railway Company.

Deliver in good order and condition as received per Railway Rulley, 2 rape cakes.

Mr. Thos. Ovens, Galashiels.
Pro Ayre Brothers.

Carriage paid. (Signed) G. Meek.

Sir, Galashiels, 18th October 1866.

We beg to state that the following cases of undue delay in the transmission of goods between this and Yorkshire, have recently occurred in our own experience.

We are, &c.

To Thos. Cathrae. Bogue & Co.

1st. Wool sent from us to Messrs. Jas. Shaw & Co., Honley, Huddersfield, on the 2nd October, was delivered to them on the 16th.

2nd. Yarn sent from Messrs. Jas. Shaw & Co., Honley, Huddersfield, to us on the 3rd October was delivered on the 12th.

3rd. Yarn sent to us from the same parties on the 5th October was delivered on the 16th.

4th, Yarn sent from the same parties to us on the 10th was delivered on the 18th.

Buckholm Mill, Galashiels,
Sir, 22nd October 1866.

In reply to your circular we annex a few extracts from letters received from our customers in London complaining of the delay in the transit of goods. We could give you many more instances, as we have complaints every day, and as yet we have not been able to get any redress.

Yours, &c.
Brown Brothers.

29th Sept. Goods invoiced 27th Sept. not arrived evening of the 29th.

5th Oct. Goods invoiced 2nd Oct., delivered on the 5th.

20th Oct. Goods invoiced 17th, not delivered at 6 p.m. on the 20th.

20th Oct. Goods invoiced 18th, delivered evening of the 20th.

Mr. Cathrae, Secretary,
South of Scotland Chamber of Commerce.

Botany Mills, Galashiels,
Dear Sir, 22nd October 1866.

In reply to your communication of the 16th inst.; we beg to annex particulars of the last case of unnecessary delay on the part of the railway company.

Two sample bales of wool were invoiced from Huddersfield on the 6th October last, and we are assured both by the party sending the wool and the station agent at Huddersfield, that the wool was duly despatched from that station, but in the face of all our inquiries here and at the other end the wool was not delivered to us till the 16th of October, or 10 days after date of invoice.

We are, &c.
Sime Sanderson & Co.

Thomas Cathrae, Esq.,
Hawick.

Dear Sir, Langholm, 18th Oct. 1866.

In reply to yours we have reason, along with you, to complain of the delays in the transmission of goods; they are very frequent. Last case was a parcel sent from this on the 28th September to Durham, and it had not been received on Saturday last, and no satisfaction can be obtained as to where it has gone.

We hope something will come out of the inquiry of the Chamber as it is much needed.

Yours, &c.
Mr. Cathrae. J. Bowman & Son.

Memorandum.

Whitshiels and Buccleuch Square Mills,
Langholm, 22nd October 1866.

From Andrew Byers & Son, Manufacturers of Scotch Tweeds, Mauds, &c.

Claim on Yorkshire and Midland Counties Railway for Detention.

1865.		£	s.	d.
Nov. 9.	Lancashire and Yorkshire Railway Company, Honley Station, for delay of bales sent from there to Langholm 1st Nov.; received 7th Nov.	2	10	0
„ 9.	Lancashire and Yorkshire Railway, for do. sent off 3rd Nov.; received at Langholm 9th Nov.; amount recovered			
Dec. 25.	Midland Railway Company; sent from Bristol 6th and received here 14th Dec.; amount recovered.	3	0	0
1866.				
Jan.	To Huddersfield; Johnson, Brooks & Co. sent from here 16th and delivered 23rd Jan.	Not claimed for.		
Feb. 13.	Ipswich; sent Robt. Smith & Son on 13th, and reached 24th or 25th Feb.	Do.		
Sept. 28.	Lancashire and Yorkshire Railway Company, Honley Station; sent from Honley 13th Aug., received here 20th; claimed	5	5	0
„ 28.	Lancashire and Yorkshire Railway Company, Honley Station; sent from Honley 22nd, received here 28th Sept.; claim	15	0	0

Dear Sir,

We are glad to see from your circular of 16th current, that some move is being made about the delays on railways; really they are endless. Our complaints are numerous and vexatious, but on account of the trouble of getting recompense we often allow them to pass. The above are a very few only, and we do hope some amendment will be made. We intend looking after them more strictly in future, as we never get the amount of loss.

Yours, &c.
Mr. Thos. Cathrae, Andrew Byers & Son.
Secretary,
South of Scotland Chamber of
Commerce, Hawick.

8, Slitrig Crescent, Hawick
Sir, 19th October 1866.

I am in receipt of your circular respecting the delay in delivering goods from the Midland Counties. I receive a regular supply of yarns from Nottingham. The usual time on the way is five days, and six days when Sunday comes in, which includes the days of receiving and delivering, or three clear days on the way. The passenger trains over the same ground occupy eight hours and ten minutes.

The delay is often very much against me in executing orders.

Yours, &c.
Mr. Thomas Cathrae, John Laing.
Secretary,
South of Scotland Chamber
of Commerce.

Memorandum from William Laidlaw & Sons to Mr. Thomas Cathrae.

Teviot Crescent and Lynnwood Mills,
Hawick, 25th Oct. 1866.

On 12th October we delivered a truss to the railway company, addressed to Ironbridge, Wilts, and we are to-day advised by our customer that he only received it on 23rd, having thus been 11 days on the road. This is a very glaring case of delay; and the last goods we sent to the same party were also delayed in transit about the same time.

Messrs. Laidlaw further advise me of goods sent to Leeds on 25th October, and which had not arrived there on the 29th, the station agent informing the party expecting them that he had heard nothing of them. The goods would be countermanded if not forwarded immediately.

Thomas Cathrae.

Tweed Vale Mills, near Innerleithen,
25th Oct. 1866.

DEAR SIR,

IN reply to your circular letter of the 16th inst., regarding the delay caused to goods in transmission to and from Yorkshire, &c., we beg to annex you three cases which occurred with us lately, and which we hereby testify are correct. We may add, that these are not exceptional cases, but only fair samples of the time goods take in transit.

The delays with us are most vexatious and inconvenient in almost every case.

Yours, &c.
H. BALLANTYNE & SONS.

Thomas Cathrae, Esq.,
South of Scotland Chamber of Commerce,
Hawick.

STATEMENT showing the delay caused to goods in transit from London and Yorkshire to Innerleithen, by Henry Ballantyne and Sons, Tweedvale Mills, near Innerleithen.

	From.	To.	When sent.	When received.	Time in transit.
			1866.	1866.	
1 box cards	Cleckheaton	Innerleithen	Aug. 7	Aug. 22.	15 days.
1 chest indigo	London	Ditto	Oct. 10.	Oct. 20.	10 „
1 bale tweeds	Ditto	Ditto	Oct. 15.	Oct. 25.	10 „

DEAR SIR, Hawick, 18 Oct. 1866.

IN reply to yours of the 16th inst, we have the following complaints against the North British Railway Company for delay in transmission of our goods:—

1st. On 13 Oct. 1865 we sent a parcel to Leeds, but which the party returned to the railway company to be sent back to us. They kept it lying about their warehouse, and we did not receive it till 21 Dec. 1865.

2d. On 23 Feb. 1866 we sent a bale to Cork, and had a letter from our customer, dated 10th March, stating that it had not then reached him.

3d. On 16 March 1866 we sent a bale to Huddersfield, and which was only offered on the 23d to our customer. He refused to take it in, owing to the delay in being forwarded, and had to ship his other goods as he could wait no longer for ours. He gave the railway company at the time our address, but we understand it is still lying at Huddersfield station.

4th. On the 2d inst. we sent a bale to Manchester, and had a letter from our customer stating it was not delivered on the 5th. On making inquiry at the station here, we found the bale had lain at the station for two days, and could not be dispatched as they had no engine to send.

5th. On 2d inst. we sent a bale to Moffat, which was not delivered on the 6th, owing to the same cause as stated in complaint No. 4.

6th. On the 6th inst. we sent a bale to Manchester, and had a letter that it was not delivered on the 10th.

7th. On the 11th inst. we sent a bale to Wellington, Salop, and had a letter, dated the 16th, stating it had not been delivered, and cancelling the remainder of his order, owing to the railway company's delay in forwarding the goods.

Yours, &c.
pro Laing & Irvine,
HUGH MCCLUE.

Mr. Thomas Cathrae.

Ettrick Mills, Selkirk,
24 Oct. 1866.

DEAR SIR,

SINCE writing you with our statement concerning complaints against the North British Railway Company, we have received a letter from one of our customers in Huddersfield, of which you will find a copy annexed. This, if you think proper, may be also laid before the Royal Commission, so that it may be seen that the evils complained of are still taking place every day.

We are, &c.
J. & H. BROWN & Co.

Thomas Cathrae, Esq.,
Secretary, Chamber of Commerce,
Hawick.

COPY.—Letter from a Mercantile House in Huddersfield to J. & H. Brown & Co., Selkirk.

23rd October 1866.

WE are again suffering from the old grievance, viz., the goods invoiced by you on the 18th inst. have not yet reached us; now this is too bad, and ought to be remedied.

We would respectfully suggest that this matter be brought before your Chamber of Commerce at Hawick or elsewhere, requesting said body to call a meeting of the leading manufacturers of Hawick, Galashiels, Selkirk, &c. &c., with the view of ascertaining if it is not practicable to devise some means by which goods could be delivered here, if not on the first, but certainly on second day after their despatch.

Ettrick Mills, Selkirk,
23 October 1866.

DEAR SIR,

WE are in receipt of your circular of 16th inst., requesting us to furnish a statement of any delays occurring in the transmission of our goods through the railway companies, in order to its being laid before the Royal Commission. This we have now done, and inclose it to you herewith. You will see that we have confined ourselves in this statement entirely to two instances of vexatious delay, and only referred in a general way to many others. We hope, however, that the two we state fully will suffice to show that searching inquiries should be made, and coupled with the statements of other firms in this district, we have no reason to doubt but what the Royal Commission will endeavour to provide a remedy.

Since preparing our statement we have received the opinion of the Lord Advocate on the case laid before him, regarding the two instances of delay narrated in our statement, and have accordingly taken the opportunity thus afforded to append to the statement herewith sent copies of the queries and the Lord Advocate's opinion thereon.

We may state that many more instances of delay could be brought if necessary, but the two we give are the only ones we have taken legal advice upon.

Trusting that this will reach you in time to forward with the other statements you may have received,

We are, &c.
J. & H. BROWN & Co.

Thomas Cathrae, Esq.,
Secretary,
South of Scotland Chamber of Commerce, Hawick.

STATEMENT by Messrs. J. & H. BROWN & Co., Selkirk, relative to DETENTION of their GOODS in Transit, consigned by them to the NORTH BRITISH RAILWAY COMPANY, Selkirk.

THE subscribers are glad of the opportunity afforded by the Chamber of Commerce for the South of Scotland to lay before the Royal Commission on Railways a statement of their complaints against the railway company or companies over whose lines their goods are from time to time transmitted. It is quite impossible to particularise every instance of neglect or to estimate the probable loss occasioned by the companies' dilatoriness in the transmission of their goods to their destination, the consequential loss in such cases being much more serious than the immediate loss, as it is simply impossible to conduct business to the satisfaction of our customers unless some reform is effected. The complaints made to the subscribers to the North British Railway Company, to whom their goods are consigned, are almost an every-day occurrence.

In order, however, to make a short statement the subscribers will only here give two instances, occurring in last spring trade (in which they were compelled to adopt legal steps in order to protect themselves) as specimens of the many which they might give, and which they sincerely trust will assist greatly in giving the Royal Commission grounds for causing strict inquiry to be made, so that the obligations of the railway company to whom consignments are made may be properly known, and (as it is in the district of Selkirk) no longer have the public left to the clemency of the North British Railway Company.

The subscribers will now give the following instances, which, if necessary, can be proved from correspondence.

1. On the 28th February and on 1st of March last two bales of goods were forwarded from Selkirk addressed to a shipping house in Huddersfield, which were to be shipped on the 5th of March; but as the goods did not reach Huddersfield until the 6th they, in consequence of being too late for shipment, were all returned to the subscribers, and by them thrown into stock at an esti-

mated reduction in value of 25 per cent.* The North British Railway Company were written to repeatedly through their agent at Selkirk, and advised that the consequences of such delay would have to be met by the company, and a claim of 25 per cent. on the value of the goods was accordingly lodged against them, which amounted to 29*l.* 15*s.* This sum was retained by the subscribers in settling their monthly account with the railway company for carriages.

2. On 28th February and 1st March, the precise dates as in the former case, two bales were forwarded to another shipping house in Huddersfield, to be shipped in like manner, and these goods did not reach Huddersfield until the 7th of March, after many inquiries had been made both by letter and telegraph. The same consequences as in No. 1 ensued here, the goods having been returned and thrown into stock. In this case a similar claim of 25 per cent. on the value of the goods, viz., 41*l.* 13*s.* 8*d.*, was lodged against the North British Railway Company, and retained from their monthly account at a settlement of the same subsequent to the one previously mentioned.

Some time after retention of these claims the subscribers received a letter from the goods manager of the North British Railway Company, in which he intimated that after bringing these claims before the directors of his company, they declined to entertain them, and requested the money to be refunded. He also stated that where there are so many transhipments of goods, as between Selkirk and Huddersfield, the railway companies, instead of forwarding perhaps a waggon half full of goods, retain them until sufficient are accumulated to fill the waggon. In fact, the reasons given by the goods manager only served to show the more plainly that instead of six days the goods could easily have reached their destination in two days, and at the very outside in three days. The shipping agents in Huddersfield state that if the goods are delivered to them in the morning they can have them shipped at Liverpool that afternoon, from whence they arrive in New York in 10 or 12 days. This certainly differs much from the time taken to forward goods between Selkirk and Huddersfield.

The subscribers send a great quantity of goods to Yorkshire throughout the year, and in consequence of the loss sustained by these delays of the railway companies, have put themselves to considerable inconvenience in trying to remedy the evil. Besides the loss occasioned in the returning of goods, considerable loss is sustained by having the goods excluded from foreign markets, and thus lessening the demand for the produce of their manufacture. The subscribers also suffer considerably in the dissatisfaction felt by their customers in consequence of the many disappointments in not having the goods forwarded in time to have them shipped by the first vessel.

The subscribers, more for the purpose of having the obligations of the railway companies properly defined than for any compensation, have at this moment a case (narrating the two preceding instances of delay) laid before an eminent counsel in Edinburgh for his opinion, and have, pending that opinion, consigned the amount retained from the railway company's accounts, in the hands of their solicitors.

It will be seen from what has been stated, that the North British Railway Company come very far short of satisfying the demands upon them, and in the district of Selkirk there are few in business, *if any*, who have not just grounds to complain of that company.

J. & H. Brown & Co.
Ettrick Mill, Tweed Manufacturers.
Selkirk, 20th October 1866.

* The goods here referred to were specially made for the American trade, and had they been sent at a later date would have arrived too late to catch market.

(Copy.)

Queries, and Opinion thereon by the Lord Advocate, respecting the two cases of Delay in the transit of Goods by the North British Railway Company, within narrated.

Queries.

1. Is counsel of opinion that in the circumstances detailed Messrs. Brown have just cause of complaint in consequence of the time taken to deliver their goods, and have they any power, under Act of Parliament or at common law, to compel the railway companies, whose lines they require to use, to transmit their goods to their destination within *reasonable time;* and if so, how ought they to act in the circumstances detailed or in similar circumstances?

2. If counsel be of opinion that the Messrs. Brown have just grounds to complain in the instances narrated, is he of opinion that the North British Railway Company is liable to them in damages for the loss they have thereby sustained? or

3. Is counsel of opinion that their claim must be made against the several companies jointly over whose lines the goods were carried, or against the particular company on whose line the delay occurred?

4. Should counsel be of opinion that the Messrs. Brown have instructed facts sufficient to found a claim of damage, is that claim limited to the actual or direct pecuniary loss they have sustained, or are they entitled to claim a sum as consequential damages to meet the indirect effect of the delay on their business?

5. Should counsel be of opinion that the North British Company is liable for the damage incurred, were the Messrs. Brown entitled to retain the same to the extent of the *direct* pecuniary loss from their monthly accounts with that company; and having done so, should it now be returned to the company, or consigned in bank until the question is settled in the contemplated action at their instance, or should they retain the sum deducted from the accounts and plead compensation in any action which the Company may raise against them?

Opinion.

1. I am of opinion that the memorialists have a just claim under the circumstances detailed in the memorial. I hold that the contract of carriage implies an undertaking to deliver *within reasonable time.* What is reasonable time is a jury question, and, therefore, incapable of any exact ascertainment. In my opinion the delay in this case was not excusable; it was not attributable to inevitable accident or to any cause which was not or ought not to have been foreseen. I do not think that the companies can be reached otherwise than by way of an action of damages for loss from breach of implied contract. I know of no competent process of *compulsiter* under Statute or at common law.

2 and 3. I think that the question may be and should be raised against the North British Company alone, as the company with whom the contract of carriage was entered into.

4. The demand is, in my view, limited to the effect of the delay on the disposal of the particular goods in question, and cannot be extended to the indirect consequence of loss of trade.

5. I recommend an action of damages to be raised, and payment of the account made under protest. The abstract right to retain may extend only to the sum charged for the carriage of the very goods in dispute, but can go no further.

The opinion of
(Signed) George Patten.
30, Heriot Row, Edinburgh,
17th October 1866.

APPENDIX DY.

REPLIES of Messrs. BASS & Co. and of other BREWERS of BURTON-ON-TRENT, to the STATEMENTS of Mr. ALLPORT.

TO THE ROYAL COMMISSIONERS ON RAILWAYS.

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

16,885. (*Mr. Glyn.*) Have you observed that in answer to one of the questions put to him, he (Mr. Cosgrove) says that in point of fact you must have known it, because you had the overcharge sheets?—Yes; he says in his statement, "We have it on high authority that the Midland Company "knew all along the scale of rates according to which "Messrs. Allsopp and Sons were paying the London and "North Western Railway Company." I will first explain to the Commission how the business was done. Before the London and North Western Company had their own establishment at Burton we did their work, and the goods were invoiced at the same rate as to every other brewer; then the London and North Western Company sent those overcharge sheets, not to us, not for our direction or information, but to Messrs. Allsopp. After that, occasionally they would accidentally come into our possession, and the whole list of overcharge sheets that have ever come into our possession I have now by me; and there is a list out of all the rates which are included in their list of rates to Messrs. Allsopp, which consists of over 14 pages. We have only received overcharge sheets from 22 places, and we commenced making a list of them. We thought that by degrees we should ascertain exactly what rates were being charged, but most of them were very unimportant places. There is Beeston, Wilmslow, Dunstable, Wolverhampton, Bodorgan, Mostyn, Acton, Berkhampstead, Atherstone, and other small places. There is only one or two important places; there is Oxford, Dublin, Chester, Northampton, and Dudley.

16,886. The London sheets are not included in that list, are they?—No, nor a tenth part, nor a twentieth part of the stations to which the traffic was sent. This is the list that we commenced to make out, but the London and North Western Company's agents finding that those sheets were occasionally getting into our possession, took steps to prevent it, and for the last four years certainly we have not had a single overcharge come into our possession, until recently when the two companies have now settled matters between them, and we have now all those overcharge sheets to go through with the London and North Western Company, and to settle with the various brewers. So far from the Midland Company having any knowledge of those overcharge sheets beyond what I have stated, we did all in our power to get them, for they would have enabled us to make an allowance to other brewers.

16,902. (*Chairman.*) That 9*d.* a ton and a lower scale of rates make up the total amount which you have agreed to refund to them?—Yes; but I should state that even if we had obtained the entire list, it would not have put us in possession of sufficient information to deal with it, because this agreement with Messrs. Allsopp is a very extensive affair, and it deals with a great many things which the overcharge sheets could never have made us acquainted with. It is a closely printed document of 13 pages, and there are a great many stipulations and conditions in it which are absolutely necessary for us to know before we could make the allowances to the other brewers.

Mr. Cosgrove's replies on behalf of the Brewers.

That Mr. Allport could have ascertained the scale of rates his own evidence places beyond doubt. He admits he had the secret sheets for 22 places. Why we discovered the entire scale from sheets of 16 stations only, and that even from the 14 stations which he here casually mentions, the scale of rates can upon mileage analysis be discovered twice over. In one instance from four of the stations, and the other from nine. If then as he says these sheets came into his possession prior to four years ago, how far wrong am I in saying that he must have known of the rates all along?

Mileage analysis of the stations mentioned by Mr. Allport, twice showing the private scale of rates charged to Messrs. Allsopp and Sons under their agreement with the London and North Western Company.

Stations.	Rates Charged in Private Sheets.	Distance from Burton.	Rate per Mile.
	s. d.		*d.*
Atherstone	3 6	21	2
Wolverhampton	5 0	30	2
Acton	8 7	59	$1\frac{3}{4}$
Beeston	8 2	56	$1\frac{3}{4}$
Wilmslow	9 4	64	$1\frac{3}{4}$
Berkhamstead	11 $10\frac{1}{2}$	95	$1\frac{1}{2}$
Bodorgan*	15 0	138 as 120	$1\frac{1}{2}$
Mostyn	10 9	86	$1\frac{1}{2}$
Oxford	13 6	108	$1\frac{1}{2}$
Dudley	5 0	30	2
Chester	9 $7\frac{1}{2}$	66	$1\frac{3}{4}$
Northampton	9 4	64	$1\frac{3}{4}$
Dunstable	11 $1\frac{1}{2}$	89	$1\frac{1}{2}$

*For about 50 miles over 120 the rates are charged as 120 at $1\frac{1}{2}d$ or 15*s.* The London and North Western does not extend further from Burton than to call for more than about two rates, a few pence higher than 15*s.*

Private Scale of Rates, as per Allsopp's Agreement.

For all distances under 50 miles, 2*d.* per ton per mile.
For all distances over 50 miles, and under 75 miles, $1\frac{3}{4}d.$ per ton per mile.
For all distances over 75 miles, $1\frac{1}{2}d.$ per ton per mile.
This scale does not include the rates to London and Dublin (which were fixed at the same as those paid by other brewers).

How does this consist with statement 16,886 that the overcharge sheets showing the rates "would have enabled "him to make an allowance to the brewers if he could have "got the private sheets in sufficient number?" He does not there say possession of the agreement was necessary.

The lower scale of rates, and the payment for terminal services, are substantially all we claim, and the gist of the whole agreement.

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

Mr. Cosgrove's replies on behalf of the Brewers.

16,896. (*Mr. Glyn.*) In answer to this question, Mr. Allport incidentally says, we have in fact expended about 150,000*l.* or 160,000*l.* in one single warehouse for Messrs. Bass in London; we have also expended upon the Burton branches, exclusively for the accommodation of brewers, I think about 130,000*l.*, to enable the brewers to get upon the line, and to save them the expense of cartage.

Mr. Allport forgets to state that we are to pay them for outlay for our purposes upon the London premises, 6 per cent. per annum, if held for 21 years, but 7½ if for 14 years, and for running upon their Burton branches a fixed rental, as do other brewers who use or may use them. Mr Allport is in error in saying these were made "*exclusively*" for the accommodation of the brewers. The London and North Western or any other Company using them must pay a toll. Again, the outlay not only insures them a splendid traffic, but having a series of wharves throughout the branches for loading and unloading goods, the work has not to be performed at their limited Burton Station, where it really could not be done without a large outlay, which these branches obviate.

16,897. (*Earl of Belmore.*) Are all those short tramways that run into their premises your property or theirs?—I have brought here a map of Burton, which was published by a gentleman residing there, which shows the precise position of matters at Burton (handing in the same and explaining it to the Commission). Part of the terms of the agreement of Messrs. Allsopp with the L. & N. W. Company, is that they should be allowed 4½*d.* per ton for taking the traffic over those private branches of Messrs. Allsopp & Co. into the L. & N. W. Station, and not an unreasonable allowance considering the expense of those branches. Messrs. Bass & Co. have still considered that a great hardship that we refuse to allow them 4½*d.*, but we say, you have merely made a small connecting tramway to join our main line, but Messrs. Allsopp have incurred in their own case the cost of these private branches, and it is manifestly unfair to call upon us, not only to be at the expense of branches, costing 130,000*l.* but to allow 4½*d.* per ton because we have made them.

16,900. (*Chairman.*) You have not admitted the fairness of their demand for 4½*d.* per ton?—No; we have not.

I had prepared a map of the sidings of the Midland and L. & N. W. Companies, and the private lines of Messrs. Bass & Co., and Messrs. Allsopp & Sons, to show the Royal Commission that ours are not "merely small connecting tramways," as Mr. Allport is pleased to state—that they are, on the contrary, a perfect system of railways, extending over 4¼ miles. Their cost, exclusive of land, was nearly 18,000*l.*

Mr. Allport having however since admitted at a meeting, &c., on the 23rd July last, that our claim of 4½*d.* is reasonable, and agreed to pay the same, I am spared the trouble of combatting these erroneous statements.

16,905. (*Mr. Glyn.*) I see by the 12th clause of that agreement, that the L. & N. W. Company are obliged to provide storage room at Camden Town, Haydon Square, and Poplar for Messrs. Allsopp?—Yes; the Haydon Square and Poplar accommodation was provided many years before that agreement was in existence. I see that there is a statement as regards the amount of the overcharge. Mr. Cosgrove says, that the claim upon the Midland Company amounts to 44,788*l.* That claim consists of 4,662*l.* at the stations purely on the Midland, of 9,073*l.* at the stations off the Midland, and partly on the L. & N. W., and partly on other companies' lines, and there is a very large item amounting to 11,606*l.* which is purely North Staffordshire, and arises in this way. The North Staffordshire line joins the Midland a very short distance out of Burton. We did their work we received their traffic, and dealt with it, and made out the accounts, but the North Staffordshire Company received the money. Messrs. Bass & Co. make a claim upon us, although they know that we have nothing whatever to do with it, it is purely a question for the North Staffordshire Company to deal with, but they swell the amount to 44,000*l.* by nearly 12,000*l.* which is due entirely from the North Staffordshire Company.

16,906. (*Captain Galton.*) The North Staffordshire Company carries from Burton entirely without any reference to your line, I think?—Entirely.

16,907. It has an access to Burton through your Station, of course?—Yes.

16,908. Still I presume it makes rates without regard to you? Yes, quite independent of us.

16,915. (*Mr. Glyn.*) That is not as against the Midland Company only, but as against the others?—No it is not so; I will read to the Commission a letter from Bass and Company dated 26th of August 1862:

"We have before informed you that 35*s.* is the maximum "of our delivery, and wherever your rate exceeds that "figure the difference is charged by us to consignee. Now, "however small the amount may be, the trade object to "any such charge, and if we cannot deliver our ales free of "charge they object to purchase. We hand you a list of "Scottish stations which we think should not exceed 35*s.* "The stations to which at present the rate is 36*s.* 8*d.* have "lately been reduced by you (February 1862) from 40*s.* "Now this reduction is useless, and if you cannot say 35*s.* "the rates may just as well remain unaltered, say 40*s.* for "we cannot deliver free beyond 35*s.* and if only a mere trifle "per barrel our friends object. Please see what you can "do for us before our Season commences." And that letter encloses this long list:—

In quoting the claims upon the Midland, Mr. Allport *omits* to add the interest and the terminals 15,000*l.*, but in referring to the North Stafford he *includes* terminals in the amount 12,000*l.* We can look to none but the Midland Company for the terminal allowances on North Stafford traffic. The latter company having no station here, pay to the Midland Company the *full* terminal charges. Mr. Percy Morris in his letter to us of 12th June 1866, says, "the Midland Company undertake terminal services on our traffic, and receive from us the whole of the 1*s.* 6*d.* terminal allowance. If they delegate any portion of their terminal duties to you under an agreement to which we are not parties, the matter is one to be settled between yourselves and the Midland Company." We have claimed nothing upon rates to North Stafford stations proper. The claims are upon *London and North Western stations*, to the whole of which the Midland Company quoted rates in their agreement of January 1861, (see pages 14 and 15 of copy of agreement in my evidence,) for the northern portion of the L. & N. W. line, viz., Liverpool, Manchester, &c., the goods pass over the North Stafford line viâ Crewe junction. It is on the traffic to such places that the North Stafford claim—as it is termed—arises. Again, as the London and North Western have allowed, and do allow, the *whole* of Allsopp's claims for terminals and rates to be made upon them, the traffic viâ the North Stafford included, we look to the Midland to treat us similarly.

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

Mr. Cosgrove's replies on behalf of the Brewers.

	s.	d.				
Dalmuir	39	2	reduced to 35s.	Bridge of Allan	36s. 8d. reduced to 35s.	
Kilpatrick	40	0		Dunblane		
Bowling	40	0		Dunning		
Dumbarton	35	0		Forteviot		
Cardross	39	2		Forgandenny		
Helensburgh	35	0		Clackmannon		
Renton	39	2		Oakley		
Alexandria	35	0		Kincardine		
Balloch	39	2		Tillicoultry		
Kinghorn			36s. 8d. reduced to 35s.	Alloa	40s. reduced to 35s.	
Kirkcaldy				Cambus		
Sinclairtown				St. Andrew's		
Thornton				Dairsie		
Lochgelly				Kinross		
Cowdenbeath				Auchtermuchty		
Dunfermline				King's Kettle		
Errol				Leslie		
Inchture				Cardenden		
Longforgan				Kilconquhar		
Invorgowrie				Largo		
Abernethy				Leven		
Bridge of Earn				Cameron Bridge		
Perth				Dysart		
Markinch				Jamestown		
Falkland Road				Kilmarnock		
Ladybank				Drymen		
Collessie				Gartness		
Newburgh				Balfron		
Springfield				Bucklyvie		
Cupar				Port of Monteith		
Leuchars				Kippen		
Guard Bridge				Gargunnock		
Tayport				Kinfauns		
Crossgates				Glencarse		
Burntisland				Greenloaning	36s. 8d. reduced to 35s.	
Larbert				Blackford		
Bannockburn				Auchterarder		
Stirling						

It appears the majority of these rates were reduced by the large sum of 1s. 8d. per ton, and that to 32 places, no goods were sent at all during the past year.

I will hand in a latter dated April 1st 1863, from Messrs. Bass to T. Walklate, Esq., Midland Railway Co., and another dated also April 1st 1863, from Messrs. Bass to J. H. Bower, Esq., goods manager of the Scottish North Eastern.

Again, to the places named in these letters, (which are simply written in the courteous terms we should adopt if referring to important places,) we positively do no business whatever.

Dear Sir, Burton on Trent, April 1st 1863.

The list is to hand and for which we feel obliged. We feel sure the Scottish North Eastern Company intended the alteration also to apply to the four stations omitted by you, *i.e.*, Newtyle, Monifieth, Carnoustie, and East Haven, they not being struck off the list furnished by us to the Scottish North Eastern Company, and they erased several that were situated on the Dundee and Perth. The rate to these four stations stands 40*s.* and yet both Dundee and Arbroath 32*s.* 6*d.* We ask for the four stations in question to be 35*s.*

Dear Sir, Yours truly,
Bass, Ratcliff & Gretton, per I. S. Farmer.

"Ale Rates."

Dear Sir, Burton on Trent, April 1st 1863.

The Midland Company have settled this question to our satisfaction, they say the E. and S. Committee minute does not apply to Newtyle, Monifieth, Carnoustie and East Haven, which they say are situated on the Dundee and Arbroath; as you did not strike these four stations from our list we presumed they were under your superintendence. We beg to thank you for so liberally meeting us, and we feel sure the alteration will increase the traffic.

Dear Sir, Yours truly,
Bass, Ratcliff & Gretton, per I. S. Farmer.

16,926. Again, in answer to this question asked by Mr. Glyn, Mr. Allport adds: And now, because we have got those through rates, that is to be used as an argument against us, and it is to be said that we charge higher rates to other places. I think I have now pretty well exhausted this complaint. I hold in my hand another letter, one of many hundreds, in which it is stated that they find they "can do a trade at Largo, in Fifeshire; may we note a "rate of 40*s.* a ton from this station to Largo?" We immediately communicated with the other companies, the rate being then 60*s.* a ton, and we afterwards advised them that we had arranged a rate at 40*s.* a ton.

Mr. Allport has here an equally weak case. On reference to our books we find no trade has been done at Largo the past three years.

And this is the quality of argument opposed to the palpable facts adduced in the complaints of a great trade.

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

16,916. In answer to this question, Mr. Allport adds. It is somewhat interesting to go through these lists of irregularites that Mr. Cosgrove has given. I have been at the trouble of drawing out a list, and I have taken his figures; they are not quite correct, but I assumed them to be so, and I have put in another column what our Parliamentary tolls would be, assuming that we charge the brewers what we have a right to charge under our Act of Parliament. I have taken the places given by Mr. Cosgrove, and the first is "from Burton to Aberdeen;" the charge we make, including terminals, is 32*s.* 6*d.*; the charge we could make, exclusive of terminals, is 115*s.* From Burton to Stonehouse, 35*s.*, and we could charge 111*s.*; to Montrose, 106*s.*; to Forfar, 106*s.* 6*d.*; to Blairgowrie, 97*s.* 9*d.* Then come several routes: from Burton to Ardrossan, 30*s.*, against that we should put 81*s.* 3*d.* Then, to Ayr, 81*s.*; to Troon Harbour, 80*s.*; Kilmarnock, 77*s.* 3*d.*; Sanquhar, 69*s.* 3*d.* (and so on with the list of stations upon the 19 railways under the head of "Unequal Rates," Section A.)

16,930. (*Chairman.*) I think the brewers make a distinct demand with respect to terminals, that there should be the same allowance made to them that has been made in any other case of 2*s.* 6*d.* They distinctly demand that the terminals allowed by the Clearing House should be recognized when there is no cartage, and that the gross rates should be diminished proportionally?—They have nothing to do with the divisions between the companies. That is merely a convenient mode of arriving at what would otherwise cause a great deal of trouble in dividing, in order to meet these inequalities; for instance, I will suppose two lines, each of 50 miles long. If in all cases the division of the mileage was equal, there would be no terminals at all, it would be merely dividing 20*s.* by two, and giving to each 10*s.*; but in some cases, by dividing merely by the mileage, it would give to one 1*s.* and the other 19*s.*, and that would be manifestly unfair. As the Clearing House system is so huge, it would involve such an enormous multiplicity of duties there to divide in each case upon its particular merits, that for the sake of saving trouble and simplifying the accounts, this system has been, as I may say, jumped at; for it is nothing more than that, simply between the companies, in order that there shall be a certain sum deducted at each end, first of all to meet these inequalities, and then that the remainder shall be divided by the mileage. Take, for example, the case of the North Staffordshire line, and assume that it carries ale to Liverpool; it goes for three-quarters of a mile along our railway, and if we divided it by the mileage we should have, probably, some 2*d.* to 2½*d.*; but it would be utterly impossible that we could carry on our trade at anything like a profit if we were bound to carry a ton of goods for 2½*d.* The result, therefore, is, that these divisions are arbitrary, and made in order to meet the varying circumstances of each particular case.

16,932. (*Chairman.*) The Clearing House charge for Ale is 4*s.* at Burton, is it not?—That is for everything.

16,933. Relating to that class of goods?—All goods, excepting what are termed special, or the mineral class. You will find that it is 4*s.* a ton carted, and of course all companies know well, and have known for years, that we do not do the cartage of Burton. I would say that there is not a company in the kingdom that is not acquainted with the particular circumstances of Burton, but they do not object, and it would simply resolve itself into another mode of dividing the 35*s.*

16,934. (*Captain Galton.*) You would have that 35*s.* whatever charge you were allowed by the companies for carting?—Quite so.

16,937. (*Earl of Belmore.*) The object in fact of fixing this Clearing House terminal in a general way is to save the companies from going into a minute calculation on every occasion when they have to make any division of profits between themselves?—Yes, and to give you some notion of the enormous transactions which takes place, I believe that the Clearing House establishment now consists of nearly a thousand clerks, and it will be obvious to the Commission what an enormous amount of business that involves. If we did not adopt a system of this kind the work never could be done, and what would be the result? Great inconvenience to the trade of the country, because it would compel all companies to charge their local rates.

Mr. Cosgrove's replies on behalf of the Brewers.

I submit this is raising a new issue and evading the real one. It is no answer to our complaint of the serious inequalities between one railway and another to point out what could be charged under Parliamentary powers. The maximum rates were enacted for *short* distances on each line locally, and long before through rates for distant points were arranged. He knows for even short distances they are practically obsolete; that if they were enforced the lines would not pay working expenses, while for through distances goods could not be sent at all. My questions, why should the railways vary from each other in their charges from 15 to 121 per cent. are still unanswered. He ignores the 2nd clause of Her Majesty's commands to the Commission, "That they inquire into the equality or "difference of charges under similar circumstances whether "as between *different companies* or by the same companies "in different cases, and whether there are any special "circumstances which render necessary such inequality or "difference."

The case of our claiming upon the Midland Company for traffic which goes but three-quarters of a mile upon their line, paying them but 2*d.* or 2½*d.*, exists nowhere but in Mr. Allport's own mind. Reference to the statement below of the railways upon whose weights we have claimed this 2*s.* 6*d.* shows on the contrary that the lowest mileage the Midland got was to Tamworth, 13 miles, upon the 100th portion of the traffic; while upon three-sevenths of the whole they got from 30 to 100 miles, and upon nearly four-sevenths they actually received upon 120 to 150 miles. But although we do not, as Mr. Allport imagines, claim the 2*s.* 6*d.* upon our traffic going to North Stafford railway, I deny emphatically that Mr. Allport gets from the North Stafford Company the 4*s.* which he would lead one to believe he does to make up the small mileage allowance. In proof, see Mr. Percy Morris's letter quoted against question 16,905, distinctly asserting that their payment to the Midland Company for doing the North Stafford terminal work is 1*s.* 6*d.* per ton.

So far from the divisions between the companies being arbitrary, the Clearing House makes them upon the most fixed and rigid principle, the terminals being allowed according to Rule 69, which gives on all traffic, whose is rate is above 10*s.* per ton, 4*s.* when *carted*, and 1*s.* 6*d.* when NOT carted, there being in the whole country only three exceptions (which proves the rule and my argument) in the application of the 4*s.*, viz., at Liverpool, Birkenhead, and Southampton Docks, where no carting being done by the companies only 1*s.* 6*d.* is allowed. The companies themselves have had these exceptions noted at the clearing house for the guidance of that establishment, which has no discretionary powers whatever, being guided in its division of receipts entirely by whether the entries are in the "carted" or "not carted" column of the monthly accounts received from the stations, based on the statement of the daily invoices. (See specimens of both forms attached.) In the three excepted cases, although the goods may be entered in the "carted" column only 1*s.* 6*d*, is allowed, the usual 4*s.* being of course allowed to the stations which may forward to, or receive from, such excepted places. In all cases *not excepted* the Clearing House naturally allows the 4*s.* at both ends, and hence it is the Clearing House finding our traffic entered in the carted column—there being no column set apart for "carted at one end only"—applies its *fixed* rule and apportions 4*s.* equally to Burton where no carting is done, and to the other end where it is done. If the 4*s.* were duly earned, why did Mr. Allport and his two principal officers together find it necessary to gravely deny at Derby on the the 22nd December last that they ever received that amount on Burton ale?

Again, we have seen they are content to receive from the North Stafford Railway the correct terminal, 1*s.* 6*d.*, on what we, under precisely similar circumstances, send through their hands for that company. So far from the Clearing House having arbitrary power (creating confusion instead of order), and ours being, as Mr. Allport would lead one to infer, an ordinary case arising from "jumping at" and "meeting inequalities," I challenge Mr. Allport to name another town upon whose *staple* trade 4*s.* is allowed and no carting done. Our case is an anomaly.

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

Mr. Cosgrove's replies on behalf of the Brewers.

Statement showing the weight forwarded to, and received from, the following foreign railways during the year 1864, also the junctions where the traffic left the Midland line, and the distances to such junction from Burton.

Railways.	Tons.	Cwts.	Qrs.	lbs.	Route.	Midland Mileage.	
Cambrian	221	0	0	20	*vid* Tamworth	Distance, 13 miles	247 Tons.
Cheshire, Midland	26	9	2	0	" "	" 13 "	
Great Northern	388	2	2	12	" Nottingham	" 27 "	
					" Hitchin	" 94 "	
Great Western	3,644	8	1	26	" Bordesley	" 32 "	
					" Gloucester	" 83 "	
Manchester, Sheffield, and Lincolnshire.	238	18	0	22	" Eckington	" 41 "	10,446 Tons.
					" Lincoln	" 60 "	
Lancashire and Yorkshire.	493	13	2	18	" Oakenshaw	" 71 "	
North Eastern	4,736	8	2	11	" Altofts	" 75 "	
Great Eastern	888	15	1	19	" Peterborough	" 83 "	
Taff Vale	55	6	3	7	" Gloucester	" 83 "	
Bristol and Exeter	635	17	0	11	" Bristol	" 120 "	
Cornwall	152	11	1	26	" do.	" 120 "	
North Devon	200	17	1	18	" do.	" 120 "	
South Devon	4,260	12	1	1	" do.	" 120 "	
West Cornwall	103	10	2	4	" do.	" 120 "	
London, Chatham, and Dover.	182	6	3	12	" St. Pancras	" 125 "	
London, Brighton, and South Coast.	97	3	3	4	" do.	" 125 "	
London and South Western.	2,005	3	2	26	" do.	" 125 "	
South Eastern	899	6	2	3	" do.	" 125 "	
London, Tilbury, and Southend	9	1	1	4	" do.	" 125 "	
Maryport and Carlisle	16	14	3	8	" Ingleton	" 135 "	12,984 Tons.
Caledonian	2,314	19	2	7	" Ingleton	" 135 "	
					" Lancaster	" 149 "	
North British	608	0	1	12	" Altofts	" 75 "	
					" Ingleton	" 135 "	
Cockermouth and Workington.	29	1	3	4	Lancaster	" 149 "	
Furness	42	18	0	4	" do.	" 149 "	
Whitehaven and Furness	99	14	2	13	" do.	" 149 "	
Scottish Central	390	18	3	16	" do.	" 149 "	
Highlands and Great North of Scotland.	124	4	1	18	" do.	" 149 "	
Scottish North Eastern	605	7	1	6	" do.	" 149 "	
Glasgow and South Western.	205	6	0	8	" do.	" 149 "	
Total charged at carted rates, upon which the claim of 2*s.* 6*d.* per ton is made.	23,677	0	1	4			

16,931. (*Mr. Glyn.*) It is, in fact, an arrangement made between the companies, with which the trade has nothing to do?—Yes. Mr. Cosgrove happens to have been a station master, knowing very little of the general arrangements of the company, and, indeed, nothing more than applied to his own particular station, and knowing that these allowances were made through the Clearing House, he thinks that he has a very fine chance for making a claim, and he makes it.

I desire to notice this only in so far as he deems it a disqualification on my part, remembering as I do that Mr. Allport himself was for several years a station-master at Hampton-in-Arden, near Coventry. I submit that were it impossible in such a position for a studious man to acquire knowledge of the economical question in connexion with railways, we should not see Mr. Allport holding his present eminent office.

16,923. You perhaps do not know what the tonnage had been 1845?—I did not think it necessary to go so far back; but there again Mr. Cosgrove is entirely wrong in his history of the earlier transactions of Burton.

If he did not go back so far how can he say I am entirely wrong? I can produce Messrs. Bass and Co.'s books and original documents to show that their ale was in 1838 conveyed by canal and river to Gainsboro', and thence by sea to London for 26*s.* per ton; and in 1845 by the direct canal it was done for 13*s.* 7*d.* per ton, all expenses included.

16,927. (*Chairman.*) Is the correspondence with Mr. Cosgrove, which appears at the end of his evidence, still going on between the Burton brewers and your company?—No. It is perfectly true that there is nothing in the correspondence alluding to the matter having been discussed, but it has been discussed with Mr. Bass and myself, and with other members of the firm.

The correspondence is not going on because Mr. Allport stated in his last letter quoted in my evidence that "no "good could possibly result by the continuance of the "discussion by correspondence."

16,928. (*Lord Stanley.*)—I may say that I wish they had put in the entire correspondence, for I had a long correspondence with Mr. Bass upon this very subject.

The correspondence is entire. The tabular statement of rates from other Midland stations to London was never submitted to Mr. Allport till given in our first letter of January 12th, 1866, for the reason that we were not ourselves previously aware of those rates. You have seen by that correspondence that Mr. Allport evaded meeting our figures. Again, in his answers to our evidence before this commission he has avoided all mention of these very Midland rates under section "B.," confining his attention to the Great Eastern Company's Yarmouth rate. Mr. Bass never had any correspondence with him on the Midland Company's London rates referred to in the printed letters.

I have the honour to be,
My lords and gentlemen,
Your obedient servant,
J. COSGROVE.

Burton-on-Trent, 30th October, 1866.

SPECIMENS OF FORMS ABOVE REFERRED TO.

C Forwarded Goods Abstract. Railway Clearing House.—Midland Railway.

From_____ to_____ Co._____ Via_____ for_____ 186 .

Invoice.		Wagons.	Description.	Carted.	Not Carted.	Mineral Class,	Paid on.	Paid.	To Pay.
Date.	No.	Owners & Nos.		Tons. Cwts. Qrs. lbs.	Tons. Cwts. Qrs. lbs.	Tons. Cwts. Qrs.	£ s. d.	£ s. d.	£ s. d.

C MIDLAND RAILWAY.

REGISTERED. No.

Invoice No.____ from_____ to_____ via_____ Date_____

MIDLAND RAILWAY.

Owner and No. of Wagon____ Invoice arrived_____ H____ M. Goods arrived_____ H____ M.

Wagon No.	Reference to Delivery Book. No. of Note.	Sender's Name.	Consignee.	Residence.	To whose care.	No. of Articles.	Species of Goods and Marks.	Weight. Carted. Tons. Cwts. Qrs. lbs.	Weight. Not Carted. Tons. Cwts. Qrs. lbs.	Rate.	Paid on.	Paid. £ s. d.	To Pay £ s. d.	Cartage.	Undercharged.	Overcharged.	Folio.	Porters. £ s. d.	Posted. £ s. d.

Extracts from Mr. Allport's Answers to the Evidence tendered on behalf of the Brewers of Burton-on-Trent.

16,881. (*Mr. Glyn.*) That is, of the agreement of 1859?—Yes; he (Mr. Cosgrove) goes on in two or three places to state, and he did it on high authority, that the Midland Company knew of this agreement from the commencement. I am a good deal surprised at that statement, because from time to time correspondence has taken place and interviews have been held upon the subject. I have myself seen various members of the firm of Bass and Company, and told them that the moment we knew what the agreement was, they should have the benefit of it. Only so late as the 15th September, 1864, I wrote to Messrs. Bass and Co. to this effect, "We have not yet received a copy of the "agreement between the London and North Western "Company and Messrs. Allsopp, but we expect that we "shall have it in a few days." We had been urging upon the London and North Western Company the necessity of supplying us with this agreement, but we never succeeded in getting it. The first time we received the agreement was late in the autumn of 1864, and of course even down to this moment we are under the restriction as to its privacy which is put upon this agreement by the London and North Western Company; it was handed to Mr. Walklate with the understanding that the information was for the present for the private use of the Midland Company only. I merely mention this—of course the London and North Western Company have a perfect right to make those agreements, and not furnish other companies with copies of them; but the whole of this was in the knowledge of Messrs. Bass and Company and the other brewers, as is shown by my letter of September 15th, 1864. When we received the agreement I immediately wrote to them to say that I had received it, and that when I had fully looked into the terms of it I would then examine all the accounts and make them a drawback; but I found that there was a supplementary agreement.

16,882. What were the dates of those agreements?—Those were dated in April 1864, of which agreements I did not get copies until the 29th March, 1866, a month ago, so

Replies of the Brewers.

Neither the memorial nor Mr. Cosgrove's evidence mentions "Agreement." They say "Scale of Rates," which can be proved, see Mr. Cosgrove's analysis in answer to 16,885. Mr. Allport did not tell Messrs. Bass and Company of Messrs. Allsopp having a favourable agreement, they had first to tell Mr. Allport. They never had an interview for the purpose of discussing this subject, but doubtless whenever we met it was referred to.

They repeatedly urged Mr. Allport to take every possible step to obtain Messrs. Allsopp's agreement, and he has as frequently promised to do so. Seeing that these promises have to this hour remained unfulfilled, we do not consider Mr. Allport entitled to the credit he claims for the bare making of them, especially on witnessing the manner in which he carried out his second promise, "that when he "had looked into the agreement he would examine all the "accounts and make a drawback." He, or rather his goods manager, Mr. Walklate, made several objections in writing on September 19th, 1865, to Messrs. Bass and Company's claims, although they had had for months previously the agreement, whose clauses would tell them that such objections were unfounded. Only one promise has the Midland Company been able to keep, viz., that to their joint carriers the London and North Western Company, whose injunction of privacy for a time sheltered them from their responsibilities. Again, to show the combination there is between the Companies on this point, four of our body, viz., Messrs. Worthington and Company, Mr. Bell, Mr. Evershed, and Mr. Thompson are able to state positively that when they waited upon Mr. Cawkwell, L. & N. W. Co., on 7th April, 1865, and asked for a copy of Messrs. Allsopp's agreement he declined, saying that he was under a pledge to the Midland Company and could not therefore divulge it.

Messrs. Bass and Company it was who on the date named sent this supplementary agreement to Mr. Allport. Messrs. Allsopp and Sons very kindly gave them a copy on

Extracts from Mr. Allport's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

Replies of the Brewers.

that it is only within a recent period that we have been in full possession of the terms upon which Messrs. Allsopp's agreement with the London and North Western Company was based, and that we have had an opportunity of putting the brewers on the same footing.

16,895. (*Chairman.*) You were aware all the time that you would have to refund a considerable sum to Messrs. Bass and other brewers from the rates actually charged?—From 1859. I knew of the agreement being signed within a few weeks of its accomplishment, and I immediately myself informed not only Messrs. Bass, but all the brewers. I went down to Burton and went round and told all the brewers that the agreement was signed, and if they would not make a single agreement, that they should have the benefit of that agreement as soon as we found it out.

asking for it. It was simply a memorandum in which the London and North Western Company agree to allow Messrs. Allsopp and Sons 4½*d.* per ton for hauling, the London and North Western Company having in their previous agreement of November 1859 undertaken to do such hauling to and from Messrs. Allsopp's premises, but afterwards allowed the work to devolve upon Messrs. Allsopp themselves. Mr. Allport's remarks are nothing to the purpose. They would lead any one ignorant of the matter to suppose that the agreement of 1859, which he admits he received in the autumn of 1864, could not be dealt with without this supplementary memorandum of 1864, and that he was waiting for it.

He was aware *ten months* previously, when Messrs. Bass and Company sent him their claims, (which included this 4½*d.*) of the nature of the demand. Again, in answer to the Midland Company's objections of 19th September, 1865, to the claims, Messrs. Bass and Company wrote to Mr. Walklate, their goods manager, on 3th September, 1865, in reference to the 4½*d.*, "You are aware that on a recent "occasion in our office this allowance was admitted in "your presence by the London and North Western repre-"sentative to have been allowed to Messrs. Allsopp and "Sons." After knowledge of this admission we cannot but think that the Midland Company could have obtained the memorandum had they been in earnest, months before Messrs. Bass and Company obtained it for them.

16,879. In an extract from this question Mr. Allport says, "When we heard of the agreement being made we "immediately waited upon Messrs. Bass and Co. and most "of the other brewers, and entered into the agreements "which are alluded to in Mr. Cosgrove's evidence."

We deny that Mr. Allport went round *immediately* and to *all* the brewers.

He called upon Messrs. Ind, Coope, and Co. in January 1863, promising that they should have the same rates as Messrs. Allsopp and Sons when he could get the agreement. Upon Messrs. Salt and Co. he did not call; they had to draw his attention to the subject. The Burton Brewery Company do not remember such a call, while upon the seven other members of our body he never called at all. Five of these, however, viz., Messrs. Worthington and Co., Thompson and Son, Bell, Evershed and Nunneley in October 1863 called Mr. Walklate's attention to the subject and received the usual promise.

16,895. With reference to this question Mr. Allport further adds, "There is no pretence whatever for the brewers "saying that we knew this and kept it back in order to "charge higher rates; we have allowed every brewer in "Burton to keep back sufficient money to cover all those "allowances when they become known."

When our agreements were made the insertion of the protecting clause to place us "on as good terms as any other "railway company does any other brewer" had reference equally to the rest of the trade as to Messrs. Allsopp and Sons, and is always inserted in our agreements. We should not at the time know the latter firm had better terms.

16,882. Mr. Allport in answer to this question says,—"But to show that the brewers have not suffered any loss "from this, I may mention that when we found in 1864 "that we could not get at the exact terms of the agreement "we allowed them to keep back their accounts to the extent "of some 40,000*l.* or 50,000*l.*, so that they should have the "money in hand, and it would be merely a question of "account when the terms were known."

Quite the reverse. It was anything but their wish that the money should be stopped. The Midland had simply to submit to the course taken. In answer to Messrs. Bass and Co.'s letter of 18th February 1865, informing them that their collectors need not call for the money for the previous month's account, then soon due, as they were getting on with an examination of their old freight accounts for drawback, Mr. Allport wrote on the 20th as follows:—"I am "decidedly of opinion that the proper course to pursue is "to furnish a statement of the drawback claimed before "taking any steps to withhold payment of the accounts." Again, on the 25th February he further wrote:—"I must "request you will not adopt the course named in your letter "of the 18th inst."

16,893. (*Earl of Belmore.*) What was the object of the London and North Western Company in keeping those agreements from your knowledge?—I can quite understand that when the London and North Western Company came to Burton of course they wished to get into favour with the Burton brewers, in order to get all the traffic they could. They made this agreement with Messrs. Allsopp, and they said to the other brewers, "If you will be prepared to enter "into the same agreement with us as Messrs. Allsopp have, "you shall have the same terms. We will not show you "the terms until you say that you will enter into the agree-"ment."

We are simply astounded at these remarks. Messrs. Allsopp's agreement was never offered to any of us. We submit that not only the facts of the case, but Mr. Allport's own evidence, are a contradiction to his statement. See his answer to Question 16,881, that even he could not obtain the agreement till the autumn of 1864, and that he is to this day under a restriction as to its privacy.

16,922. In answering this question asked upon another subject Mr. Allport adds the following statement:—"There "is also a fallacy which runs through Mr. Cosgrove's "statement, wherever he quotes rates to other places, and "when showing how much the London rate is in excess, "he gives 14*s.* 2*d.* as the rate to London, knowing at the "same time that that is subject to 10*d.* reduction, which "makes the whole of his calculations wrong, because the "14*s.* 2*d.* should have been reduced by 10*d.* before he made "his calculations. Judging from the evidence, it would "appear, and the Burton brewers would lead anyone to "suppose, that the trade of Burton has been very much

Mr. Cosgrove's statement of London rate of the past is correct. The 10*d.* reduction was in force only a short portion of the period over which our claims extend and under consideration of the Commission. It belongs to a new agreement, under which we have not yet had our first settling.

Nothing of the kind. While demurring to Mr. Allport's exaggerated estimate of the economy of the trade of Bur-

Extracts from Mr. Allports's answers to the evidence tendered on behalf of the Brewers of Burton-on-Trent.

" interfered with and kept back by the operations of the " railway companies. There is probably no trade in the " country which has so rapidly advanced as the Burton " brewing trade. The wealth of the Burton brewers is " proverbial throughout the whole of the Midland counties, " and the value of the property they are putting up. They " think nothing of spending 200,000*l.* or 300,000*l.* in " putting up new breweries; and although they have had " from time to time large reductions in their rates of carriage, " in no instance have the public ever received the benefit of it.

" On the contrary, to my certain knowledge the price of " ale has been advanced on two or three occasions."

16,926. (*Mr. Glyn.*) According to your experience the great increase at Burton has arisen from the opening of the railways?—No doubt of it, and they are indebted—I say it fearlessly—for their present enormous business entirely to the policy of the Midland Company. We certainly did pay great attention to it, and of course for our own interest we wish to see the trade increase; and I think in fairness I can appeal to Mr. Glyn to say whether it has not been a constant source of application on the part of the Midland Company for reduced rates for the carriage of the Burton beer from the year 1843.

Replies of the Brewers.

ton, we admit of course that in common with the whole country we have benefited by the introduction of railways. But our proposition is that we do not derive the full benefit they are capable of conferring if worked under an uniform and responsible system of management.

There was a moderate reduction in 1860, and we immediately gave the public the benefit of the same by delivering our ales to towns south-east of London and to other parts of the country where we were previously unable to pay carriage to. Competition in all such cases regulates our business, while on railways we have found that this desirable principle is a mere delusion.

The last time we raised the price of ale was in 1860, owing to the exceptionably high charges for malt and hops, but in the following year our prices were *reduced* to the former rate. The previous time was in 1854, and was owing to the war duty placed on malt; when relieved from that duty we reduced our prices proportionately.

Then the enterprise, the capital and industrial energy of the trade, have nothing to do with the result! It is to the policy of the Midland Company we owe it.

1. What! to have charged us for years upon over one-third of our business, viz., to London, from 4½ to 95 per cent. higher than from other stations on the Midland to London, and even in excess of what we did the work for by canal in 1845.

2. To charging on another third, viz., to London and North Western and Midland stations, rates from 10 to 105 per cent. higher than our neighbour was paying for the same services to London and North Western stations, although, as we have seen, Mr. Allport knew of the rates prior to four years ago, to be in consequence enabled to keep up high rates to their Midland stations, many of which, as well as those on the London and North Western, were above the maximum rates allowed by Parliament.

3. To securing to themselves upon other third of our traffic a cartage terminal of 4*s.* (keeping the same a strict secret from us), while we performed the cartage for which they received payment.

4. To suffering us for three years to do the work of a railway station on our own premises, loading, unloading, and hauling our goods with our own men and engines, without a terminal allowance of any kind, charging during this period precisely the same rates as previously when such work was done at the railway premises. If they did not know Allsopp's were having 1*s.* 1½*d.*, the Midland being parties to similar allowances elsewhere, knew, at all events, something was due to us, we being at that time quite unaware that we should be paid for such services.

Are these among the acts which enable Mr. Allport to speak "fearlessly?" From the further effects of such policy we pray the intervention of this Commission to protect our trade in the future.

Adverting to the charge made in our memorial under the head of "Favouring Rates," we would draw the attention of the Royal Commission to the fact that, assuming for a moment the Midland Company knew nothing of the secret rates, their joint carriers, the London and North Western Company, were perfectly aware they were all along participating in higher rates upon our trade than upon that of our neighbour, and beg to submit that the charge against the present system and our representations of the abuses, which can be practised by the companies under cover of their great powers, still remain unimpaired. We would also respectfully beg attention to Mr. Cosgrove's reply to answer 16,930 with respect to the 2*s.* 6*d.* terminals, and express our hope that if no special legislation on the subject be in contemplation, you may recommend that the terminal clause of the Railway Companies Arbitration Act of 1859, which depends for its operation upon being inserted in special Acts, may be embodied in a general Act applicable to all railways.

We have the honour to be,
My Lords and Gentlemen,
Your obedient servants,

Bass, Ratcliff, & Gretton.
Ind, Coope, & Co.
Thomas Salt & Co.
Worthington & Co.
Chas. Hill & Son.
Pro Burton Brewery Co.,
W. Wright, Director.
Sydney Evershed.
James Eadie.
Clements & Berry.
John Bell.
John Thompson & Son.

To the Royal Commissioners on Railways.

Burton-on-Trent, 30th October 1866.

APPENDIX DZ.

LETTER from Mr. W. MALCOMSON on IRISH RAILWAYS.

To his Grace the DUKE of DEVONSHIRE.

Mayfield Factory, Portlaw, Ireland,
February 2, 1867.

MY LORD,

I THINK the circumstances which have occurred in Ireland within the past week justify me in again addressing your Lordship on the subject upon which I was examined before the Commission on Railways.

I enclose herein copies of newspapers containing reports of the proceedings at the Mansion-house meeting (a large and most influential meeting), and of the presentation of the addresses to his Excellency the Lord Lieutenant, and I venture to call the attention of the Commission over which you so ably preside to some of the facts which have been since elicited.

The Irish railways represent an expenditure of 26,395,100*l.*, which, as valued by Mr. Dargan, are now worth 22,000,000*l.* Their management is so subdivided that there are 66 railway boards, comprising over 400 directors, while there are several English railways with nearly double the capital of the whole of Ireland managed by a single board, one of these, the London and North-western, has a capital of over forty millions, and its working expenses are only 43 per cent. of the receipts, while those of the Irish railways last year averaged 47 per cent. of the receipts. The amalgamation of the Irish railways would therefore lead to a great reduction in the working expenses, some of those well informed on the subject estimate it at 10 per cent. of the receipts, or 170,000*l.* per annum.

The total receipts in 1865 were 1,737,061*l.* The amount absorbed by working expenses was 809,914*l.* (which may be considerably reduced), and the net receipts after payment of working expenses, 927,000*l.*

If a Government stock was created for 22,000,000*l.* (the amount of Mr. Dargan's estimate) at 3½ per cent., it would enable the Government to purchase the whole of the Irish railways, and the annual interest on it, 770,000*l.*, would be less by 157,000*l.* than the net receipts of 1865. If the saving in working expenses by the amalgamation were only seven per cent., the balance at the disposal of Government would be about 300,000*l.* per annum, and it might be applied to the two objects, first an extension of railways into those districts not yet accommodated, and second, the reduction of rates and fares.

Single lines of railroad may be constructed in most localities* for 7,000*l.* per mile; if 100,000*l.* per annum, one-third of the sum which I think would be placed at the disposal of Government, were devoted to this object, it would enable it to add 400 miles to the existing railways, even supposing the net receipts from these branches were *nil*.

There would remain 200,000*l.* per annum towards the reduction of rates and fares, and as it is proved that any reduction is followed by an increase of travelling, I think a diminution of 20 per cent. might be made in Irish railway charges without placing a deficit at the wrong side of the account.

I remain, &c.
WILLIAM MALCOMSON.

* 400 miles at 7,000*l.* per mile = 2,800,000*l.* 100,000*l.* per annum at 3½ per cent. represents a capital of 2,860,000*l.*

APPENDIX EA.

COMMUNICATION from the LORD MAYOR of DUBLIN, giving PROCEEDINGS of a PUBLIC MEETING on RAILWAY REFORM.

Mansion House, Dublin,
February 2, 1867.

MY LORD DUKE,

I HAVE the honour to transmit herewith a copy of the resolutions and memorial adopted at a meeting held at the Mansion House on Wednesday, the 30th ultimo.

The constitution of the meeting is indicated by the requisition, which embraced noblemen, members of Parliament, lieutenants of counties, mayors, chairmen of town commissioners, &c. from all parts of Ireland. The attendance was numerous, and the meeting unanimous.

I venture to suggest to your Grace that it might be well to insert the memorial addressed to his Excellency the Lord Lieutenant in any appendix to the evidence, which the Commission on Railways, over which you preside, may publish. It is the expression of the opinion of a large and most influential representative assembly of intelligent gentlemen.

I have, &c.
WM. LANE JOYNT,
Lord Mayor.

To His Grace
The Duke of Devonshire.
&c. &c.

RAILWAY REFORM.

TO THE RIGHT HON. THE LORD MAYOR OF DUBLIN.

MY LORD,

WE, the undersigned, request you will convene a public meeting, previous to the meeting of Parliament, to consider what steps should be taken to procure a reduction in the rates and fares for transit upon Irish railways.

BOWMONT.
ORMONDE.
WATERFORD.
BANDON.
ERNE.
CRICHTON.
DUNBOYNE.
DUNSANY.
KEANE.
✠D. O'BRIEN, R.C. Bishop, Waterford.
JAMES POWER, Bart., M.P.
JAMES ANTHONY LAWSON, M.P.
EDWARD SULLIVAN, M.P.
RICHARD ARMSTRONG, M.P.
JOHN GRAY, M.P.
GEORGE C. COLTHURST, Bart., M.P.
HENRY B. BERNARD, M.P.
N. D. MURPHY, M.P.
JOSEPH NEALE M'KENNA, M.P.
EDWARD L. SYNAN, M.P.
GEORGE GAVIN, M.P.
HENRY W. BARRON, Bart., M.P.
JOHN A. BLAKE, M.P.
JOHN ESMONDE, M.P.
JOHN BAGWELL, M.P.
J. LYSTER O'BEIRNE, M.P.
W. H. COGAN, M.P., D.L.
HENRY A. HERBERT, M.P.
ROBERT TORRENS, M.P.
ARTHUR KAVANAGH, M.P.
WILLIAM STACKPOOLE, M.P.
CHARLES R. BARRY, M.P.

And many other names too numerous for insertion.

In compliance with the above requisition I hereby convene a public meeting for Wednesday next, the 30th instant, at one o'clock, at the Mansion House, for the purpose of considering what steps should be taken to procure a reduction in the rates and fares for transit on Irish railways.

WM. LANE JOYNT,
Lord Mayor.

Mansion House,
January 26, 1867.

RAILWAY REFORM.

At an important and most influential meeting of the nobility, gentry, merchants, and people of Ireland, convened under a requisition signed by nine peers, twenty-seven members of Parliament, by lieutenants of counties, deputy-lieutenants, magistrates, mayors, chairmen of town commissioners, and others, and held in the Mansion House, in the city of Dublin, on the 30th day of January 1867.

The Right Honourable WILLIAM LANE JOYNT, Lord Mayor of Dublin, in the chair.

The following resolutions were unanimously adopted:—

Proposed by William Malcomson, Esq.; seconded by John Greene, Esq., J.P., Mayor of Wexford:—"That Michael "Angelo Hayes, Esq., do act as secretary."

Proposed by Lord Dunboyne; seconded by Sir Benjamin Morris, D.L., J.P., Mayor of Waterford:—"That this "meeting is of opinion that greater railway accommoda- "tion would tend to increase the employment of the "population, develop the resources of the country, and "contribute largely to the well-being of the people of "Ireland."

Proposed by Peter Tait, Esq., the Mayor of Limerick; seconded by James L. Naper, D.L., J.P.:—"That this

" meeting is of opinion that the investments in Irish rail-
" ways are as large, in proportion to the commercial capital
" of the country, as in any other portion of the United
" Kingdom; but that this outlay has been less remunerative
" to the shareholders, and therefore railway companies
" cannot make the needful reduction in the charges for
" conveyance of goods and passengers. The purchase of
" Irish railways by the State would enable it to extend the
" system and reduce the charges without ultimate loss."

Proposed by Joseph T. Pim, Esq., Dublin; seconded by J. O'Hara, Esq., J.P., D.L., Chairman of the Galway Town Commissioners:—"That this meeting is of opinion that the
" amalgamation of the Irish railways and the completion of
" the railway system may be advantageously carried out by
" putting in force the Act of 1844 for the purchase of
" railways by the Lords Commissioners of the Treasury,
" and that such amalgamation would greatly diminish the
" working expenses."

Proposed by T. M'Carthy Downing, Esq., J.P., Chairman of the Skibbereen Town Commissioners; seconded by Henry Lyons, Esq., Mayor of Sligo:—"That the capital invested
" in Irish railways was, on the 31st December 1865,
" 26,395,100*l.*; the traffic receipts for 1865, 1,735,061*l.*;
" and the net receipts, after payment of working expenses,
" 927,147*l.*, or at the rate of 3*l.* 10*s.* per cent. That the
" working expenses may be considerably reduced by amal-
" gamation, and that there would be no ultimate loss were
" the rates considerably lessened; and that a diminution in
" the tariff would be a great boon to the agricultural and
" commercial classes."

Proposed by John Greene, Esq., J.P., the Mayor of Wexford; seconded by Alderman John Reynolds, J.P., Dublin:—"That the funds available for dividend will enable
" Government to deal liberally with railway proprietors, and
" that the purchase may be effected upon equitable and
" reasonable terms."

Proposed by Sir John Gray, M.P.; seconded by the High Sheriff of Waterford:—"That a memorial expressive of the
" views of this meeting be presented to his Excellency the
" Lord Lieutenant; and that the members of Parliament,
" the representatives of the various municipalities, and
" others present, be requested to attend at the castle to-
" morrow to present same." *See memorial annexed.*

Proposed by Marcus Goodbody, J.P., Clara; seconded by Cornelius Dennehy, T.C., Dublin:—"That a similar
" memorial to the Right Hon. the Earl of Derby be adopted,
" and that the Irish peers, members of Parliament, and
" the following gentlemen be appointed to present the same,
" and press the views of this meeting upon his attention:
" —The Lord Mayor; the Mayors of Limerick, Waterford,
" Sligo, Clonmel, and Wexford, and that they have power
" to add to their numbers."

Proposed by Colonel Knox Gore, Lieut., co. Sligo; seconded by James Galway, J.P., High Sheriff, co. Waterford:—"That the co-operation of the various municipal
" and public bodies in Ireland be and it is hereby solicited
" and they are requested to adopt memorials to Lord Derby,
" and to petition Parliament in favour of the purchase of
" the railways by the State."

Proposed by Edmond Woods, Esq., J.P., Mayor of Clonmel; seconded by M. A. Anthony, Esq., J.P., Chairman of the Dungarvan Town Commissioners:—"That the various
" directors of railway companies in Ireland be requested to
" co-operate with us in promoting the objects of this
" meeting."

Proposed by Edward Fox, Esq., J.P., Dublin; seconded by John Barrington, D.L., J.P., Dublin:—"That the
" thanks of this meeting be given to the press of Ireland
" for the valuable aid they have rendered to this movement,
" and that they be requested to continue their efforts until
" the objects in view be accomplished."

William Lane Joynt, Lord Mayor,
Chairman.

Proposed by Colonel Knox Gore, Lieutenant, co. Sligo; seconded by John C. Bloomfield, Esq., J.P., D.L., co. Fermanagh:—"That the Lord Mayor do leave the chair,
" and that Lord Dunboyne be called thereto, and that the
" marked thanks of the meeting be given to the Right
" Honourable the Lord Mayor for his dignified conduct in
" the chair, and for the zeal and energy he has shown in
" promoting the object of this meeting."

Dunboyne, Chairman.

M. Angelo Hayes, Secretary.

His Excellency the most noble James Marquis of Abercorn, Lord Lieutenant and Governor-General of Ireland.

May it please your Excellency,—

The Memorial of the Lord Mayor of Dublin, and the Nobility, Gentry, and People of Ireland, convened at a Public Meeting at the Mansion House, in the City of Dublin, on the 30th January 1867,

Respectfully showeth,

That your memorialists are of opinion that the condition of Ireland and the diminution of the national wealth demands the serious consideration of Government, and they believe that a large extension of railway accommodation would greatly contribute to develop the resources of Ireland, and promote the well-being of the people.

That private enterprise has endeavoured to provide railways for Ireland, and that the investments have been larger, in proportion to its commercial capital, than in any other portion of the United Kingdom, but the accommodation still falls short of the requirements of the country.

That Parliament had passed measures in 1846 for the construction of over fifteen hundred miles of railways in Ireland; but owing to the famine, and other causes, a long period elapsed before they were completed, and in 1857 not much more than one thousand miles of railway were opened in Ireland.

That owing to circumstances beyond the control of the projectors, railway undertakings in Ireland, with few exceptions, have not been so remunerative as to induce the investment of sufficient capital to complete the chain of communication essential to the success of the whole system.

Your memorialists believe that the Irish railways would have been more remunerative but for the following causes:—

1st. The non-existence of manufactures to any considerable extent, arising remotely from former legislation, which crushed certain branches of employment for which Ireland was peculiarly adapted; and immediately from the visitation of Providence in the famine years, which reduced the population and exhausted the capital of the country to an extent unparalleled in the history of any other nation within a similar period.

2nd. The reduction of duty upon foreign corn inflicted a heavy blow to Irish agriculture, greatly lessened the growth of grain, diminished the employment for labour, almost annihilated the corn-milling trade (one of the staple manufactures of the country), and largely lessened the anticipated carrying trade of railways, without conferring similar advantages to those which resulted to England.

3rd. The feeling of insecurity caused by the insurrectionary movement of 1848, and the continued manifestations of disaffection developing in the Fenian conspiracies of the last two years, prevented the investment of capital in the establishment of manufactures and other similar means of employment of the population.

4th. The great increase of taxation. "The additions
" made to the imperial taxation," says the Report of the Committee of 1865, "have been proportionably
" heavier than those made to the taxation of Great
" Britain;" has withdrawn from Ireland the capital which, had it been expended in reproductive employment, would have increased the traffic upon railways.

Your memorialists find that the Legislature, by the Act of 1844, empowered the Lords of the Treasury to purchase railways after a lapse of 21 years, and they believe that the application of this Act to Ireland would be attended with great public advantage. It would save the immense waste of resources which result from the extreme division and subdivision of these interests by the amalgamation of the whole under one board, whose capital and receipts would not be as large as that of many single concerns of the same kind in England. The saving of expense thus effected might be devoted to the reduction of the charges for conveying goods and passengers.

They believe that a reduced tariff of rates and fares, and the extension of railways, would open up new markets for the animal vegetable products, which are slowly replacing the cultivation of grain; that many of these commodities rapidly deteriorate, and require cheap and rapid conveyance; that a diminution in the charge for transit would improve the culture of the soil and increase the supply of food, thus contributing to the wealth of Ireland and the benefit of the empire.

That these important changes cannot be effected without the aid of Government, and that the purchase of all the

Irish railways by the State, upon equitable terms, would enable it to initiate a system essential to the resuscitation of Ireland and productive of vast social and economic benefit.

That such purchase would not involve any loss to the revenue. It appears that the capital in Irish railways, on the 31st December 1865, was 26,395,000*l.*, and the net receipts, after the payment of the working expenses, 927,147*l.*, or at the rate of 3*l.* 10*s.* per centum. The working expenses might be materially reduced by amalgamation, and a large reduction might be made in the rates and fares with as fair a prospect of repayment as in Belgium.

They desire particularly to call your Excellency's attention to the fact that the Imperial Government has sanctioned important encouragement for the construction of railways in India and Canada, and they respectively submit that the peculiar disadvantages which Ireland has had to contend against, and from the effects of which she is still suffering, entitle her to as much consideration for the development of her resources as has been shown for the distant portions of the empire.

In conclusion, your memorialists most respectfully urge on your Excellency, that the severe losses which Ireland has sustained by the famine, the slow adaptation of agriculture to the altered condition of the country, the absence of mineral wealth and of extensive manufactures, and the smaller means of her people entitle her to Governmental consideration.

They earnestly trust that your Lordship will recommend to the Government you represent to introduce measures into Parliament for the purchase of the Irish railways, and by thus promoting its improvement strengthen the ties which unite the separate, but component parts of this great empire.

WILLIAM LANE JOYNT,
Dated in Dublin this Lord Mayor.
30th day of January 1867.

APPENDIX EB.

RESOLUTIONS adopted at various TOWNS in Ireland, with reference to RAILWAY REFORM.

ANTRIM.

MEETING OF TOWN COMMISSIONERS, 7th Jan. 1867.

1st. Resolved,—That in the opinion of this meeting the period has arrived when the Government should be called on to carry into effect the principles embodied in the Railway Act of 1844, so far as regards the purchase of the Irish lines by Government.

Moved by Mr. Wm. Vance, seconded by Mr. J. Taggart.

2nd. Resolved,—That no measure of railway reform will be complete or satisfactory that shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Moved by Mr. M'Lorinan, seconded by Mr. Moore.

3rd. Resolved,—That inasmuch as Ireland alone would derive any benefit from the proposed change, it is the opinion of this meeting that neither England nor Scotland should be called on to bear any part or share of the expense or loss that thereby might be incurred.

Moved by Mr. Moore, seconded by Mr. M'Lorinan.

4th. Resolved,—That copies of these resolutions be forwarded to the Lord Lieutenant, the Royal Railway Commission, and the members for the county and the boroughs situated within the county and that the members be requested to give their support to any well-digested scheme of railway reform which Her Majesty's Government may propose.

Moved by Mr. Taggart, seconded by Mr. Wm. Vance.

ARMAGH.

PUBLIC MEETING, December 1866.

At a Meeting of the Inhabitants of the City of Armagh.
John G. Winder, Esq., J.P., in the chair.

1st. Proposed by Joseph Kidd, Esq., J.P., seconded by — Armstrong, Esq., Resolved, That in the opinion of this meeting the period has arrived when the Government should be called on to carry into effect the Railway Act of 1844, for the purchase of the railways by Government, so far as it affects the Irish lines.

2nd. Proposed by Samuel Gardner, Esq., J.P., seconded by William R. Ferris, Esq., Resolved, That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

3rd. Proposed by J. S. Riggs, Esq., seconded by John McWatters, Esq., Resolved, That considering the great benefits which this measure would confer on all classes in this country, this meeting consider it but equitable that England and Scotland should be guaranteed by Ireland against any loss in carrying the Act into operation.

4th. Proposed by Jacob Orr, Esq., seconded by Dr. Leslie, Resolved, That copies of these resolutions be forwarded to Government and the Royal Railway Commissioners, and that the members for the county and the member for the borough be requested to give their support to carry into effect the Railway Act of 1844 so far as regards Ireland.

BALLYMENA.

PUBLIC MEETING, 15th November 1866.

James B. Patrick, Esq., in the chair.

Mr. White proposed the following resolution:—That, in the opinion of this meeting, the period has arrived when the Government should be called on to carry into effect the principles embodied in the Railway Act of 1844, for the purchase of the railways by the Government, so far as regards the Irish lines; and that a representation to that effect be made to the Royal Railway Commission.

Mr. Chesney seconded the resolution, which was carried unanimously.

Mr. Caruth proposed the second resolution:—That no measure of railway reform will be complete and satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Mr. Craig seconded the resolution, which was unanimously adopted.

Dr. Black proposed the following resolution:—That, in the opinion of this meeting, neither England nor Scotland should be called on to make up any loss that might arise from the reduction of a low scale of charges; such deficiency to be made up by Ireland alone.

Mr. Simpson seconded the resolution, which was also adopted.

BALLYMONEY.

MEETING OF TOWN COMMISSIONERS, 7th November 1866.

SIR

I SEND you on other side copy of resolutions unanimously agreed to by the Commissioners at their meeting on the 7th inst.

I have, &c.
(Signed) T. B. HAMILTON,
William Pole Esq. Clerk of Commissioners.

1st, That this Board is of opinion that carrying out the Railway Act of 1844, so far as it applies to the purchase of railways in Ireland, their consolidation under one management, and the adoption of a lower and uniform tariff would be of the greatest benefit to Ireland.

2nd, That we are of opinion that any loss that might be incurred in carrying out the Act should be paid by Ireland alone.

3rd, That these resolutions be forwarded to the Royal Commission and to the Lord Lieutenant.

BALLYSHANNON.

PUBLIC MEETING, 10th Dec. 1866.

Edward Chism, Esq., in the chair.

Moved by Wm. Green, Esq., seconded by M. Mulheran, Esq., and carried unanimously,—

1st. Resolved, That in the opinion of this meeting the period has arrived when the Government should be called

upon to carry into effect the Railway Act of 1844, for the purchase of the railways by Government, so far as regards the Irish lines.

Moved by Mr. John Myles, seconded by Mr. J. Stephens, and carried unanimously,—

2nd. Resolved, That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Moved by A. Green, Esq., seconded by Mr. T. McGlain and carried unanimously,—

3rd. Resolved, Inasmuch as it is intended to apply this Act in the first instance in Ireland alone, it is but just that England and Scotland should be guaranteed against any loss.

Moved by Mr. McFadden, seconded by H. Coane, Esq., and carried unanimously,—

4th. Resolved, That copies of these resolutions be forwarded to Government, the Royal Railway Commission, and the members for the county; and that the latter be requested to give their best support to any well-digested scheme of railway reform the Government may propose.

Moved by John Welsh, Esq., M.D., seconded by Mr. John Sadd, and carried unanimously,—

5th. Resolved, That the thanks of this meeting be given to Mr. Galt for the explanation he has given of the Act of 1844 and the benefits this country would derive from it adoption.

BELFAST.

Chamber of Commerce.

Sir, Chamber of Commerce, Belfast, 26th Jan. 1867.

I am instructed by the Council of the Belfast Chamber of Commerce to hand you copy of a resolution passed at a special meeting held this day.

I am, &c.,

John Lyth,
President.

Copy of Resolution.

That, in the opinion of this Council, it would be most conducive to the interests of Ireland for Government, under the authority of Parliament, so to remodel the administration of the Irish Railways, as to provide for united management, with the view of ultimately obtaining a greater reduction of charges; and that it would be for the interest of Ireland to consent to defray the temporary loss incurred thereby, if any, by an additional to either the general or local taxation of Ireland."

Public Meeting, 17th Oct. 1866.

At a meeting held in the Town Hall, Belfast, on Monday, the 17th October, of the members of the Town Council, the Harbour Commissioners, the Chamber of Commerce, and the directors of the local banks and railways:

Mr. Charles Duffin, President of the Chamber of Commerce, in the chair.

Mr. W. D. Henderson was requested to act as secretary.

The following resolutions were agreed to:—

Moved by Joseph J. Murphy, Esq., seconded by Sir Edward Coey, and unanimously carried,—That this meeting is of opinion that the interests of Ireland require the interposition of Government, in accordance with the principles of the Act of 1844, for the purpose of dealing with the Irish railways in such a way as would lead to a substantial reduction in fares and charges, and to greater efficiency and uniformity in management.

Moved by Wm. Dunville, Esq., seconded by Charles W. Shaw, Esq., and carried unanimously,—That it would be for the benefit of this country that should any temporary loss be incurred, under the authority of Parliament, by a reasonable reduction of fares and charges, such loss should be borne by Ireland.

Moved by Captain George Gray, J.P., seconded by W. L. Finlay, Esq., and carried unanimously,—That the secretary be requested to transmit a copy of these resolutions to his Excellency the Lord Lieutenant, to the secretary of the Railway Commissioners, and to the borough members.

Moved by Alderman Lindsay, seconded by William Dobbin, Esq., and unanimously carried,—That a committee consisting of the mayor, chairman, the movers and seconders of resolutions, and the secretary, with power to add to their number, be appointed to take such further steps as may be necessary to carry out the objects of these resolutions.

COLERAINE.

At a Public Meeting, which was held in the Town Hall, Coleraine, on Tuesday, the 23rd October 1866,

To consider the propriety of urging upon Her Majesty's Government the policy of purchasing the railways of Ireland, for the purpose of an extensive reduction of fares and charges and working all the lines upon one uniform system for the good of the public, the following resolutions were unanimously adopted:—

Moved by Griffith C. Galt, Esq., seconded by William Galt, Esq., and resolved,—That William Cavin, Esq., M.D., chairman of the Borough Commissioners of Coleraine, be called to the chair.

Moved by William Warke, Esq., seconded by Daniel Taylor, Esq., J.P., and resolved,—That, in the opinion of this meeting, the period has arrived when the Government should be called upon to carry into effect the principles embodied in the Railway Act, of 1844, for the purchase of the railways by the Government, so far as regards the Irish lines.

Moved by Alexander Barklie, Esq., J.P., seconded by James C. L. Carson, Esq., M.D., and resolved,—That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Moved by S. M. Greer, Esq., seconded by Drummond Grant, Esq., and resolved,—That, considering the great benefit which all classes in this country would derive from such a reform, it is only just that Ireland should guarantee the payment of the dividend on the Government stock to be opened for the purchase of the Irish railways.

Moved by William Galt, Esq., seconded by A. M'Elwaine, Esq., and resolved,—That, until the Railway Commission have made their report, the Government cannot be expected to determine in what manner the principles of the Act of 1844 should be carried into effect in Ireland.

Moved by Edward Gribbon, Esq., seconded by William Ellis, Esq., and resolved,—That copies of the resolutions of this meeting be forwarded to the Government and the Railway Commission, and that we invite all classes throughout Ireland to call upon the Government to take action in the matter.

Moved by Alexander Barklie, Esq., J.P., seconded by Rev. Joseph Macdonnell, and resolved,—That this meeting cannot separate without expressing their gratification that a townsman of their own, Mr. William Galt, should have originated the idea of railway reform, and that if this country obtain the great boon which an improved system of railway management would confer, it will be mainly owing to his exertions and perseverance.

Wm. Cavin, M.D., Chairman.

Moved by Sir H. H. Bruce, Bart., M.P., seconded by Henry Kyle, Esq., J.P., and resolved,—That William Cavin, Esq., now leave the chair, and that John Adams, Esq. J.P., be called thereto.

Moved by G. C. Galt, Esq., seconded by Alex. Barklie, Esq., J.P., and resolved,—That the best thanks of this meeting are due, and are hereby given, to Dr. Cavin, for his dignified and proper conduct in the chair.

John Adams, Chairman.

ENNISKILLEN.

Public Meeting, 19th December 1866.

High Sheriff of Fermanagh in the chair.

1st. Resolved, That in the opinion of this meeting the time has arrived when Government should be called on to carry into effect the principles contained in the Railway Act of 1844, for the purchase of the Railways by Government, so far as regards the Irish lines.

Proposed by William Orchard, Esq., seconded by Mr. Samuel Gamble.

2nd. Resolved, That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Proposed by John Collum, Esq., seconded by Mr. James Coalter.

3rd. Resolved, That inasmuch as the reduction in fares and charges will be confined to Ireland alone, it is but just that England and Scotland should be guaranteed against any loss by having the Act carried out in this country.

Proposed by Mr. Edward Gamble, seconded by Mr. Thomas Johnston.

4th. Resolved, That copies of these resolutions be forwarded to the Lord Lieutenant and to the Royal Railway

Commission, and that the members for the county and the member for the borough be requested to give their support to any well-digested scheme of railway reform that Government may propose to Parliament.

Proposed by Mr. P. Barmon, seconded by Mr. William Corney.

LETTERKENNY.

Public Meeting, November 1866.

To His Grace the Duke of Devonshire, K.G., &c., &c., Chairman of the Royal Railway Commission.

My Lord Duke,

We, the undersigned noblemen, gentlemen, traders, and others of the County Donegal, Ireland, are of opinion that the period has arrived when the Government should be called upon to carry into effect the principles embodied in the Railway Act of 1844 for the purchase of the railways, so far as regards the Irish lines; and we are further of opinion that no measure for railway reform would be satisfactory that would not provide for a very large reduction in fares and charges, and that any temporary loss that might be incurred should be borne by Ireland alone; and the memorialists believe that no measure would confer greater benefit on the country or be more popular with the Irish people.

J. A. Stewart, B.N.L.
Alexr. J. R. Stewart, D.L., J.P., Ards.
Wybn. O. Gilbert, J.P., D.L.
George A. Hill.
Wm. Wray, J.P.
R. S. Mansfield, J.P.
John R. Boyd, J.P. and D.L.
John V. Stewart, J.P., D.L.
Thomas Batt, J.P.
Henry L. Cochrane, D.L.
S. C. Henderson, builder, Rathmullen.
J. Blackall, Mayo.
W. H. Cormyn, draper.
Anthony Donohar, storekeeper.
Willm. Fenwick, J.P.
Robt. S. Montgomery, D.L., J.P.
Henry Ferguson, clerk.
George M'Garvan, petty sessions clerk.
Alexander Mitchell, merchant, Ramelton.
George Edward Carre, M.B., T.C.D., Ramelton.
John Spraule, J.P.
William Martin, solicitor.
James Alexr. Eames, M.D., F.R.C.S.I., Letterkenny.
Henley Thorp, M.D.
Wm. Elliott, T.C., Letterkenny.
W. Hegart, hotel, Letterkenny.
G. Elliott, M.D., Rathmullen.
James Peoples.
Thos. Stormouth, gas manager, Letterkenny.
John Storey, general agent, Letterkenny.
Robert Ramsay, P.L.G.
James Gormley, hardware merchant, Letterkenny.
William May, boot and shoe merchant.
J. M. Kennedy, bank, Letterkenny.
Rt. Robertson, Adjutant, Donegal Artillery.
John Kelly, Quartermaster P.M., Donegal Artillery.
Joseph Gallagher, merchant, Letterkenny.
J. N. Thompson, J.P.
Micah C. Rankin.
James McSheffrey.
John Doherty.
Owen E. Doherty.
John Kearney.
Charles Nelson.
Robt. Strong.
John Miller, J.P.
J. L. Richardson.
William Harte, C.E.
Jas. Wilson.
Thos. Wilson.
Goodwin Carleton.
George H. Mitchell.
Chas. Kennedy, &c.
James Heron.
John Ferris.
Thomas Conolly, M.P., J.P., D.L.
W. H. M. Style, D.L., J.P.
Geo. Cooke, Ramelton.
James Davidson, do.
James Canning, do.
Brigham Brothers.
Henry White, Ramelton.
John C. Fullerton.
Thomas Patton.
John Gamble, B.A.Q.U.I., Ramelton.
Wm. Crosbie, do.

LIMERICK.

Public Meeting, 2nd February 1867.

Alderman Mahony took the chair.

Mr. Synan, M.P., moved the first resolution that this meeting is of opinion, that the reduction of the rates and fares of railway transit would increase the means of intercommunication, would be a great public benefit, and materially contribute to the agricultural progress of Ireland.

Alderman M'Donnell seconded the adoption of the resolution.

The High Sheriff moved the adoption of the second resolution recommending the purchase of the Irish railways by government.

Mr. Ryan, of Bruree, seconded the resolution which was agreed to.

Mr. MacSheehy moved that a memorial be presented to the Lord Lieutenant, and that a copy of it be sent to the Premier, and that the county and city members be urged to give it their most strenuous support.

Mr. Francis Harvey, of Cahir Abbey, seconded the resolution.

LONDONDERRY.

Public Meeting, 12th October 1866.

William Haslett, Esq., proposed, and R. W. Newton, Esq., seconded, the first resolution:—That, in the opinion of this meeting, the period has arrived when the Government should be called upon to carry into effect the principles embodied in the Railway Act of 1844, for the purchase of Railways by the Government, so far as regards Irish railways.

Isaac Colhoun, Esq., proposed, and S. M. Greer, Esq., seconded, the next resolution, as follows:—That, while we desire to leave the Government perfectly free to determine in what way these principles should be carried into effect, this meeting is of opinion that no measure of Railway Reform will be complete which does not provide for a substantial reduction of fares and charges and uniformity of the whole Irish system.

Proposed by Alderman Wm. M'Carter, and seconded by James Corscaden, Esq.,—That, considering the great benefit which all classes in this country would derive from uniformity of management and low fares and rates, it is the opinion of the meeting that if the Government bring forward such a measure for the reform and management of Irish railways as would meet the wants of the Irish people, whatever temporary loss the change might involve should be made up by relieving railroads from local taxation, and by a special provision applicable to the country to supply the deficiency.

Proposed by John Cooke, Esq,, and seconded by William Tillie, Esq.,—That a memorial, embodying the principles of the foregoing resolutions, be drawn up and presented to the Government and the railway companies, and that we call upon all classes throughout the country to co-operate with us in effecting such a desirable change.

Proposed by Mr. Haslett, and seconded by Councillor Greer,—That the mayor do get up a committee to look after the whole matter and collect funds to defray expenses.

MONAGHAN.

Public Meeting, 4th December 1866.

Railway Reform.

At a Public Meeting held in the County Court House,

Thomas Lucas, Esq., High Sheriff of Monaghan, in the chair.

1st. Resolved, That in the opinion of this meeting the period has arrived when the Government should be called

upon to carry into effect the principles embodied in the Railway Act of 1844 for the purchase of Irish railways by Government.

Proposed by Major Lloyd, Ballyleck, seconded by Capt. Thos. Coote, J.P., Brandrum.

2nd. Resolved, That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Proposed by John Faucett, Esq., J.P., Drumaconny, seconded by Mr. Rush, M.D., Monaghan.

3rd. Resolved, That considering the great benefit that all classes in this country would derive from such a reform, and that as neither England nor Scotland desire any change in the present system, nor that any reduction will be made on the fares and charges in those countries, it is only just and fair that England and Scotland should be indemnified against any loss.

Proposed by John C. McAdam, Esq., Mullinahinch, seconded by Edward F. Donnelly, T.C., Monaghan.

4th. Resolved, That those resolutions be forwarded to the Government and to the Railway Commissioners, and that our county members be requested to forward the object of the meeting.

Proposed by Richard Mitchell, Esq., solicitor, T.C., Monaghan, seconded by John Temple, Monaghan.

NEWTONARDS.

Public Meeting, 10th January 1867.

Moved by Mr. Mackintosh, seconded by Dr. Martin, and resolved, 1, That in the opinion of this meeting the period has arrived when Government should be called upon to carry into effect the principles contained in the Railway Act of 1844, so far as it applies to the purchase of the Irish lines by Government and the consolidation of all the railways under one management through Ireland.

Moved by Mr. George Walker, seconded by Mr. William M'Fadden, and resolved, 2, That no reform in the railway system will be complete or satisfactory which shall not provide for a large and uniform reduction of fares and charges throughout the country.

Moved by Mr. William Parr, seconded by Mr. James Moore, and resolved, 3, That inasmuch as the present measure does not contemplate the reduction of fares and charges in England and Scotland, any loss that may be incurred by bringing the Act into operation shall be borne by Ireland alone.

Moved by Dr. Woods, seconded by Mr. James M'Ilvenny, and resolved, 4, That copies of the resolutions should be forwarded to the Lord Lieutenant, the Royal Railway Commission, and the members of Parliament for the county; and that the latter should be requested to give their support to any well-digested scheme of railway reform that the Government may propose to Parliament.

Moved by Mr. William Dobbin, seconded by Mr. James Boyle, and resolved, 5, That the cordial thanks of this meeting are hereby tendered to William Galt, Esq., for the instructive and valuable address which he has just delivered on railway reform.

George Harrison, Chairman.

NEWTOWNLIMAVADY.

Public Meeting, 12th November 1866.

The High-Sheriff, C. T. M'Causland, Esq., in the chair.

Henry Tyler Esq., J.P., proposed the first resolution. Resolved,—That in the opinion of this meeting the period has arrived when the Government should be called on to carry into effect the principles embodied in the Railway Act of 1844, for the purchase of the railways by Government, so far as regards the Irish lines.

Wm. Haslett, Esq., J.P., Derry, seconded the resolution.

William Cather, Esq., Northern Bank, Newtownlimavady, moved the second resolution,—That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction of fares and charges and uniformity of management throughout the whole of Ireland.

Hugh Lane, Esq., seconded the resolution.

George Proctor, Esq., moved the third resolution.

That, inasmuch as the direct benefit of this measure will be confined to Ireland, we think it but reasonable that Ireland should agree to any terms which the Legislature may deem just.

Sir H. H. Bruce, Bart., M.P., seconded the resolution.

Sir Frederick W. Heygate moved the fourth resolution,—That until the Railway Commission have made their report the Government cannot be expected to determine in what manner the principles of the Act of 1844 should be carried out.

Sir H. H. Bruce seconded the resolution.

John Alexander, Esq., proposed the fifth resolution,—That copies of the resolutions of this meeting be forwarded to the Government and the Railway Commission, and that the members for this county and the boroughs situated in the county be requested to support the objects of this meeting.

Robert Macrory, Esq., seconded the motion.

SLIGO.

Public Meeting, 6th December 1866.

First. Resolved, That in the opinion of this meeting, the period has arrived when the Government should be called on to carry into effect the principles embodied in the Railway Act of 1844, for the purchase of the railways by Government, as far as regards the Irish lines.

Moved by Mr. Monds, seconded by Mr. Kernaghan.

Second. Resolved, That no measure of railway reform will be complete or satisfactory which shall not provide for a very large reduction in fares and charges and uniformity of management throughout the whole of Ireland.

Moved by Mr. J. O'Connor, seconded by Mr. Conry.

Third. Resolved, That, considering the great benefit which all classes in this country would derive from such a reform and reduction of charges, it is only just that Ireland alone should bear the expense.

Moved by Colonel Whyte, seconded by Mr. J. G. Davis.

Fourth. Resolved, That copies of these resolutions be forwarded to Government, and to the Royal Railway Commission, and that the members for the county and the members for the borough be requested to give their support to any scheme that may be brought forward by Government that will effect a thorough reform of our railway system.

Moved by Mr. J. O'Connor, seconded by Mr. W. A. Woods.

F. A. Williams,
Chairman.

Appendix EC.

Example of the French Railway Classification of Goods.

(Extracted from the published Tarif of the Chemin de fer de l'Est, October 1865.)

(N.B.—This list is exclusive of certain articles for which special tariffs are provided.)

CLASSIFICATION GÉNÉRALE DES MARCHANDISES.

Par Ordre Alphabétique.

Avis important.

Les mots *sans responsabilité* s'appliquent seulement aux déchets et avaries de route.

Tout chargement inférieur à un wagon complet de 4,000 ou 5,000 kilog. est taxé d'après le prix réduit afférent à un wagon complet de 4,000 ou 5,000 kilog., lorsqu'il y a pour l'expéditeur avantage à payer pour 4,000 ou 5,000 kilog.

Marchandises.	Séries.
A.	
Abats	3
Absinthe en balles	1
Absinthe (liqueur d')	2
Absinthe (liqueur d') en fûts, *sans responsabilité*	3
Acajou en billes	4
Acajou en feuilles	1
Acétate d'alumine	3
Acétate de cuivre	3
Acétate de fer	3
Acétate de plomb	3
Acide acétique	3
Acide arsénieux	1
Acide borique	3
Acide chlorhydrique	1
Acide citrique	1
Acide hydrochlorique	1
Acide muriatique	1
Acide nitrique	1
Acide oléique	2
Acide oxalique	2
Acide pyroligneux	4
Acide stéarique	2
Acide sulfurique	1
Acide tartrique	3
Acide minéraux non dénommés	1
Acides minéraux par wagon complet de 5,000 kilog., ou payant pour ce poids, *sans responsabilité*	4
Acier à ressorts pour crinolines	2
Acier à ressorts pour voitures	3
Acier brut	3
Acier en barres	3
Acier ouvré	2
Agaric	1
Agglomérés de houilles	5
Agrafes	1
Aiguilles à coudre	1
Aiguilles à tricoter	1
Ail frais	1
Ail sec	2
Albâtre brut	3
Albâtre ouvré	1
Albumine	1
Alcali volatil	1
Alcali volatil, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	3
Alcool	2
Alcool en fûts, *sans responsabilité*	3
Alizari	3
Allumettes chimiques (*Voir le tarif exceptionnel fixé par l'art.* 11)	—
Allumettes chimiques en caisses, *sans responsabilité*	2
Allumettes chimiques en caisses par wagon complet de 4,000 kilogr., ou payant pour ce poids, *sans responsabilité*	3
Alquifoux	4
Alumine	3
Alun	4
Alunite	4
Amadou	1
Amandes de palmier	2
Amandes fraiches	1
Amandes sèches	2
Ambre	1
Amiante	2
Amidon	3
Ammoniaque liquide	1
Ammoniaque liquide, par wagon complet de 5,000 kilogr., ou payant pour ce poids, *sans responsabilité*	3
Anchois à l'huile	1
Anchois salés	2
Ancres de marine	3
Anis	1
Anthracite	5
Antimoine cru	3
Antimoine régule	2
Appareils à gaz	1
Appareils inodores	1
Arachides	3
Arbres en fer	3
Arbres et arbustes vivants *	1
Arbres et arbustes vivants, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	3
Arcansons	3
Ardoises en tables	3
Ardoises pour écrire	3
Ardoises pour toitures	4
Argiles	3
Armes	1
Armes de guerre	3
Arrow-root	1
Arsenic	1
Arsenic en fûts	3
Articles dits d'*industrie parisienne*	1
Artifices. (*Voir le tarif exceptionnel fixé par l'art.* 11)	—
Asbeste	2
Asphalte	3
Asphodèles	3
Aveina	3
Avelanèdes	3
Avoine	4
B.	
Bablah	1
Bâches en toile ou en cuir	2
Bacs en tôle	2
Baguettes pour cadres	1
Baies de genièvre	3
Baies de laurier	1
Balais de Bordeaux	3
Balais de bouleau	3
Balais de bruyère	3
Balais de cameline	3
Balais de crin	1
Balais de plumes	1
Balais de bouleau, de cameline et de Bordeaux, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Balais de joncs	3
Balais de paille	3
Balances en cuivre	1
Balances en fer	1
Baleines brutes	2
Baleines ouvrées	1
Bambous	1
Bandages de roues	3
Barillons pour fourrages	3
Barreaux de grilles en fer ou en fonte	3
Baryte	4
Bascules	1
Bascules encaissées, *sans responsabilité*	3
Bateaux dont la longueur n'excède pas $6^{m}{\cdot}50$ *	1
Baudruche	1
Baumes	1
Becquets	3
Benjoin	1
Betteraves	4
Betteraves (graine de)	4
Beurre de coco	2
Beurre de coco, *sans responsabilité*	3
Beurre demi-sel	2
Beurre frais	1
Beurre rance	3
Beurre salé ou fondu	3
Bichromate de fer	3
Bichromate de potasse	3
Bichromates non dénommés	1
Bielles	3
Bières	2
Bières en fûts	3
Bières en fûts, *sans responsabilité* de coulage	4
Billards *	1
Billes en agate	3

* Conformément à l'article 10. les marchandises suivies d'un astérisque sont taxées moitié en sus du prix fixé par le tarif, lorsqu'elles ne pèsent pas 200 kilog. sous le volume d'un mètre cube ; cette augmentation n'est point applicable aux frais accessoires.

Marchandises.	Séries.
Billes en grès	4
Billes en ivoire	1
Billes en marbre	4
Bimbeloterie de Morez	2
Bimbeloterie non dénommée	1
Biscuits de mer	3
Bismuth	3
Bitter	2
Bitter en fûts, *sans responsabilité*	3
Bitumes liquides	1
Bitume liquide en bombonnes, en bouteilles ou touries renfermées dans des cages ou caisses, *sans responsabilité*	4
Bitumes liquides en fûts, *sans responsabilité*	4
Bitumes solides	3
Blanc d'argent	1
Blanc de baleine	1
Blanc de céruse	3
Blanc d'Espagne, de Meudon et de Troyes	3
Blanc de zinc	3
Blanc fialin ou Chrismagène	3
Blés	4
Bleu d'azur	1
Bleu d'outremer	1
Bleu de Prusse	1
Boghead liquide	1
Boghead liquide, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Boghead solide	5
Bois à brûler dit de corde	3
Bois à brûler non dénommés	3
Bois brut pour cannes ou parapluies	3
Bois de buis ou de bruyère, brut ou ébauché	3
Bois de campêche en bûches	3
Bois de campêche en bûches, par wagon complet de 5,000 kilogr., ou payant pour ce poids, *sans responsabilité*	4
Bois de charpente dont la longueur n'excède pas 6^{m}·50	3
Bois de charpente en grumes dont la longueur n'excède pas 6 mèt. 50	3
Bois de charronnage façonné	2
Bois de charronnage non façonné	3
Bois de cornouiller	3
Bois d'ébénisterie façonnés	1
Bois d'ébénisterie non façonnés	3
Bois façonnés dont la désignation suit; par wagon complet de 2,000 kilogrammes, ou payant pour ce poids: croisées, persiennes, portes et volets	3
Bois feuillards pour cercles et treillages	3
Bois de fusain	1
Bois de fusils	3
Bois de fustet	2
Bois de menuiserie façonnés	1
Bois de menuiserie non façonnés	3
Bois de réglisse	3
Bois de teinture effilés ou moulus	3
Bois de teinture en bûches	4
Bois en feuilles pour placage	1
Bois exotiques en billes ou en bûches	4
Bois jaune en bûches	4
Bois pour brosses et manches	3
Bois sciés et débités pour allumettes	3
Bois triturés	4
Boissellerie	2
Boissellerie par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	3
Boissons non dénommées	2
Boissons non dénommées en fûts, *sans responsabilité*	3
Boîtes à graisse	3
Boîtes de roues	3
Boîtes de tampons, pour wagons	3
Boîtes vides en bois blanc	2
Boîtes vides en bois blanc, emballées	3
Bombes	3
Bombonnes en terre cuite	2
Bombonnes en terre cuite, par wagon chargé d'au moins 5,000 kilog., sans responsabilité, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs et des destinataires	3
Bondes	3
Bonneterie	1
Borate de soude	3
Borax brut	3
Borax raffiné	1
Bouchons	1
Bougies	1
Bougies en caisses ou en tonneaux	2
Bougies en caisses ou en tonneaux, *sans responsabilité*	3
Boues	5
Bouilleurs	3
Boulets	3
Boulons	3
Bourre de coton	3
Bourre de fusils	2
Bourre de laine	3
Bourre de poils d'animaux	3
Bourre de soie	2
Bourrellerie	1
Bourrées	3
Bouteilles vides	2
Bouteilles vides en caisses ou en harasses, *sans responsabilité*	3
Bouteilles vides en vrac par wagon complet de 5,000 kilog., ou payant pour ce poids, *sans responsabilité* emballage, déballage, chargement et déchargement, par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Boutons	1
Boutons de porcelaine, *sans responsabilité*	3
Boyaux	2
Brai gras	4
Brai sec	4
Braise	3
Briques	3
Briques réfractaires	3
Broches en bois	2
Broches pour filature	1
Brome des prés (graine de)	4
Bronze en lingots	3
Brosserie	1
Brouettes	3
Bruyère	3
Bruyères, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Buis en rameaux *	3

C.

Cabas vides	1
Câbles électriques	3
Câbles en chanvre	3
Câbles en fer	3
Cacao	3
Cachou	2
Cachou brut pour teinture, *sans responsabilité*	3
Cadres pour emballage, démontés	3
Cadres pour tableaux ou glaces	1
Cadres vides pour emballage *	2
Café en grains	3
Café moulu	2
Cages *	1
Cages pour emballage, démontées	3
Cages vides pour emballage *	1
Cailloux	5
Caisses de voiture *	1
Caisses de voitures de chemin de fer et de wagons vides *	1
Caisses de voitures de chemins de fer et de wagons démontées *	1
Caisses démontées	3
Caisses vides *	1
Calcaire asphaltique en moellons	3
Calicot blanchi	2
Calicot blanchi emballé, *sans responsabilité*	3
Calicot écru	2
Calicot écru, *sans responsabilité*	3
Cameline (graine de)	4
Camions démontés	3
Camphre	1
Canevas	1
Cannelle	1
Cannes	1
Canots dont la longueur n'excède pas 6^{m}·50 *	1
Cantharides	1
Caoutchouc brut	2
Caoutchouc ouvré	1
Câpres conservées	1
Câpres fraîches	1
Capsules (*Voir le tarif exceptionnel fixé par l'art.* 11)	—
Caractères d'imprimerie	1
Caramel	2
Caramel en fûts	2
Caramel en fûts, *sans responsabilité*	3
Carbonate d'ammoniaque	2
Carbonate d'ammoniaque en fûts	3
Carbonate de baryte	4
Carbonate de chaux	4
Carbonate de potasse	4
Carbonate de soude	4
Cardamome	1
Cardes	1
Carets (tortues)	1
Carmin d'indigo	1
Carnasse	1
Carottes	3
Carottes par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Carottes (graines de)	4
Caroubes	3
Carreaux de meules	3
Carreaux en ciment	3
Carreaux en faïence	1
Carreaux en faïence, *sans responsabilité*	3
Carreaux en marbre	1
Carreaux en marbre, *sans responsabilité*	3
Carreaux en faïence et en marbre, emballés, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Carreaux en faïence et en marbre en vrac, par wagon complet de 5,000 kilogrammes, ou payant pour ce pois, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	4
Carreaux en pierre	3
Carreaux en terre cuite	3
Carrosserie *	1
Cartes à jouer	1
Cartes géographiques	1
Carton bitumé	3
Carton brut en feuilles	1
Carton brut en feuilles emballé, *sans responsabilité*	3
Carton goudronné pour toitures	3
Carton lisse en feuilles	1
Carton lisse en feuilles emballé, *sans responsabilité*	3
Carton brut et lisse en vrac, *sans responsabilité*	3
Carton pâte en feuilles	1
Carton pâte en feuilles emballé, *sans responsabilité*	3
Carton pâte en vrac, *sans responsabilité*	3
Carton pierre	1
Carton pierre emballé, *sans responsabilité*	2
Cartonnage	1
Cascarille	1

* Conformément à l'article 10. les marchandises suivies d'un astérisque sont taxées moitié en sus du prix fixé par le tarif lorsqu'elles ne pèsent pas 200 kilog. sous le volume d'un mètre cube; cette augmentation n'est point applicable aux frais accessoires.

Marchandises.	Séries.
Cassis (vin ou liqueur de)	2
Cassis en fûts, *sans responsabilité*	3
Castine	5
Cédrats	1
Cendres	5
Cendres d'orfévre	3
Cercles en bois	3
Cercles en fer	3
Céréales	4
Ceruse	3
Cévadille	1
Chaînes en fer	3
Chaises communes en bois blanc	2
Chaises fines en bois *	1
Chaises en fer *	3
Châles	1
Champignons frais	1
Champignons secs	2
Chandelles	1
Chandelles en caisses ou en tonneaux	2
Chandelles en caisses ou en tonneaux, *sans responsabilité*	3
Chanvre (graine de)	4
Chanvre brut ou teillé	3
Chanvre en tiges	3
Chanvre filé pour tissage	1
Chanvre filé simple écru, pour tissage	2
Chanvre filé simple écru, pour tissage, emballé, du No. 1 au No. 10	3
Chanvre filé simple écru, pour tissage, non emballé, *sans responsabilité*, du No. 1 au No. 10	3
Chanvre cardé en peigné	3
Chapeaux de paille *	1
Chapeaux de paille grossiers	1
Chapeaux de palmier ou de latanier *	2
Chapellerie *	1
Charbon de bois	3
Charbon de terre	5
Charbon dit de Paris	3
Charcuterie	1
Chardons *	2
Charpentes en fer	3
Charpie	4
Charrettes démontés	2
Charronnage	2
Chasselas	1
Châssis ferrés	1
Châtaignes	3
Chaudières	3
Chaudronnerie en cuivre	2
Chaudronnerie en fer	3
Chaudronnerie en fonte	3
Chaudronnerie en tôle	3
Chaudronnerie non dénommée	1
Chaussures	1
Chaux	3
Chenets en fonte	3
Cheveux	1
Chevillettes de rails	3
Chevrons dont la longueur n'excède pas 6m·50	3
Chicorée en cossettes	3
Chicorée en cossettes, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Chicorée en poudre	3
Chicorée en racines	3
Chicorée en racines, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Chiendent	2
Chiffons	4
Chiffons triturés	4
Chinois	1
Chiques en agate	3
Chiques en grès	4
Chiques en marbre	4
Chlorates	3
Chlorure de chaux	4
Chlorure de sodium	4
Chlorure de zinc	1
Chocolat	1
Choucroûte	4
Choux	3
Choux, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Chromate de fer	3
Chromate de potasse	3
Chromates non dénommés	1
Cidre	2
Cidre en fûts, *sans responsabilité*	3
Cigares	1
Ciment	3
Cinabre	1
Cirage	3
Cire à cacheter	1
Cire blanche	1
Cire brute	3
Citrates	1
Citrons	1
Citrouilles	3
Clappes	3
Cloches en métal	1
Cloches en métal fêlées ou brisées	3
Cloches en verre pour jardins *	1
Cloches en verre pour jardins en harasses, *sans responsabilité*	3
Clous en cuivre	2
Clous en fer	3
Clous en zinc	3
Clouterie en fer (clous à vis et à pointes)	3
Coaltar liquide	4
Coaltar solide	4
Cobalt en pierre	3
Cobalt en poudre	1
Cochenille	1
Cocons	1
Cocons percés ou bassinés	3
Cocos bruts	2
Cocos ouvrés	1
Coffres-forts	2
Coins en bois	3
Coins en fer	3
Coke	5
Coke de boghead	5
Colle de peau	3
Colle de peau en fûts, *sans responsabilité*	4
Colle de poisson	1
Colle forte	2
Colle forte en fûts, *sans responsabilité*	3
Colonnes en fonte, dont la longueur n'excède pas 6m·50	3
Colophane	3
Colza (graine de)	4
Compteurs à gaz	1
Concombres	2
Confiserie	1
Confitures	1
Confitures en fûts, *sans responsabilité*	3
Conserves alimentaires non dénommées	2
Conserves de poissons	2
Conserves de viandes	2
Copahu	1
Copal	1
Coprolithes	5
Coques de cacao	3
Coquillages frais	1
Coquillages ouvrés	1
Coquillages secs	1
Corail	1
Cordages	3
Cordes	3
Cordes d'instruments	1
Coriandre	1
Corinthes	2
Cornes non ouvrées	2
Cornes ouvrées	1
Cornes non ouvrées emballées	3
Cornes non ouvrées, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Cornichons conservés	1
Cornichons frais	1
Cornichons frais en barils ou en caisses, *sans responsabilité*	2
Cornières en fer	3
Cornues en fer	3
Cornues en terre cuite	1
Cornues en terre cuite, en harasses ou paniers	3
Cornues en terre cuite non emballées, *sans responsabilité*	2
Cornues en verre*	1
Cornues en verre, en harasses, *sans responsabilité*	3
Corossos	3
Coton brut	3
Coton cardé	2
Coton filé pour tissage	1
Coton filé pour tissage en balles, caisses, harasses ou paniers, *sans responsabilité*	2
Coton (graine de)	4
Cotonnades	1
Cotrets	3
Couffes vides	3
Couleurs communes	1
Couleurs fines	1
Couleurs en barils, *sans responsabilité*	2
Couperose	4
Coussinets en fonte pour rails	3
Coutellerie	1
Coutils	1
Couvertures de coton et de laine	1
Craie	3
Crayons	1
Crème de tartre	3
Crémone	3
Crépins	3
Creusets	1
Creusets en caisses, harasses ou paniers	3
Creusets non emballés, *sans responsabilité*	2
Cries	3
Crin brut	3
Crin en torsades	3
Crin ouvré	1
Crin végétal brut	3
Crin végétal ouvré	2
Cristaux	1
Cristaux de soude	4
Cruchons vides	1
Cruchons vides en harasses ou en paniers	3
Cruchons vides non emballés, *sans responsabilité*	2
Cubèbe	1
Cuirs corroyés	2
Cuirs de tenture	1
Cuirs en croûtes	3
Cuirs ouvrés	1
Cuirs parés à la lunette	3
Cuirs secs en poils	3
Cuirs tannés	3
Cuirs vernis, maroquinés ou teints	1
Cuirs verts salés ou non	2
Cuirs verts salés ou non, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	3
Cuivre de doublage	3
Cuivre en barres	3
Cuivre en feuilles	3
Cuivre en plaques	3
Cuivre en saumons	3
Cuivre ouvré	2
Cumin	1
Curcuma en poudre	1
Curcuma en racines	3
Cuviers	3
Cyanures	1
Cylindres en verre *	1
Cylindres en verre, en caisses, harasses ou paniers	2
Cylindres en verre non emballés, *sans responsabilité*	3

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Marchandises.	Séries.
D.	
Dactyle (graine de)	4
Daguerréotypes	1
Dalles en granit	3
Dalles de pierre	3
Dames-jeane vides *	1
Dames-jeannes vides en caisses ou en harasses, *sans responsabilité* pour la casse de route *	3
Dames-jeannes vides en vrac, par w. c. de 5,000 kilog., ou payant pour ce poids, *sans responsabilité*, emballage, déballage, chargement et déchargement, par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Dari (graine de)	4
Dattes	1
Déchets d'aloès	2
Déchets de boucherie	3
Déchets de corne ou d'os	3
Déchets de coton	3
Déchets de coton filé fin (dits bouts de canettes)	4
Déchets de cuir	3
Déchets d'étoupes	3
Déchets de fil de laine, de fil de lin ou de fil de coton	3
Déchets de frisons	3
Déchets de laine	3
Déchets de lin	3
Déchets de papier ou de carton	4
Déchets de peaux	3
Déchets de peaux de lapin	3
Déchets de porcelane	3
Déchets de poterie	3
Déchets de soie	3
Déchets de sparte	3
Déchets de tannerie	3
Déchets non dénommés	3
Dégras	3
Denrées coloniales non dénommées	1
Dentelles (*Voir le tarif exceptionnel fixé par l'article* 8)	—
Dents d'éléphant	1
Dextrine	3
Disse et autres plantes pour papier	3
Dividivi	4
Douelles	3
Douves	3
Dragées	1
Draperie	1
Drilles	4
Drogueries non dénommées	1
Drogues	1
Duvet *	1
E.	
Eau ammoniacale	1
Eau de Cologne	1
Eau de fleurs d'oranger	1
Eau de Javelle	2
Eau de Javelle en barils ou en tonries, *sans responsabilité*	4
Eau de mer	4
Eau de rose	1
Eau-de-vie	2
Eau-de-vie en fûts	3
Eau distillée	1
Eau douce	3
Eaux minérales	3
Eaux minérales en caisses ou paniers, *sans responsabilité*	4
Ecaille	1
Echalas	3
Eclisses pour rails	3
Ecorces à brûler	3
Ecorces à tan	3*
Ecorces de citrons	1
Ecorces d'oranges	1
Ecorces de quercitron	4
Ecorces de quillai ou de panama	3
Ecorces de quinquina	1
Ecorces non dénommées	1
Ecorces en sacs, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids	4
Ecrans	1
Effets à usage	1
Elastiques (ressorts pour meubles)	2
Ellébore	1
Email	1
Email concassé	2
Emeri brut	3
Emeri en poudre	3
Encens	1
Enchapes	3
Enclumes	3
Encre	2
Encre en fûts	3
Engrais de mer	5
Engrais non dénommés	5
Epiceries non dénommées	1
Epingles	1
Eponges *	1
Equipements militaires	1
Ergots	2
Escarbilles	5
Escargots	1
Escourgeon	4
Essence de térébenthine	1
Essence de térébenthine en caisses	2
Essence de térébenthine en fûts	3
Essences (huiles essentielles)	1
Essieux montés	3
Essieux non montés	3
Estampes	1
Etain non ouvré	3
Etain ouvré	2
Etaux	3
Ether (*Voir le tarif exceptionnel fixé par l'article* 11)	—
Etoffes de coton, de laine, de lin ou de soie	1
Etoupes	2
Etoupes emballées	3
Etrilles	2
Euphorbe	1
Eventails	1
Extraits tinctoriaux	2
Extraits tinctoriaux en fûts	3
F.	
Fagots	3
Faïence	1
Faïence commune emballée	3
Faïence fine emballée	2
Faïence commune en vrac, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Faînes	3
Fanons de baleine	2
Farines alimentaires non dénommées	4
Farine de froment	4
Farine de lin	3
Farine de moutarde	3
Farines seigle	4
Faucilles	3
Faussets	1
Faux	3
Fèces (résidus d'épuration d'huile)	3
Fécules exotiques non dénommées	1
Fécules indigènes	4
Fer battu (objets en)	2
Fer-blanc en feuilles	2
Ferblanterie	1
Ferblanterie en caisses ou en paniers	2
Fer d'ornement	2
Fer en barres	3
Fer en pièces forgées	3
Fer feuillard	2
Fer ouvré	2
Fer pour plancher	3
Ferraille	3
Fer riblon	3
Ferronnerie	2
Feuilles de mûrier	2
Feuilles d'oranger	1
Feuilles et tiges de latanier	3
Feuilles et tiges de palmier	3
Feuilles non dénommées	1
Feuilles pour engrais *	5
Feutre	1
Feutre grossier en bourre de veau	3
Féveroles	4
Fèves fraîches	3
Fèves sèches	4
Ficelles	3
Figues fraîches	1
Figues sèches	2
Filasse	2
Filasse emballée	3
Filets de chasse ou de pêche	1
Filin	3
Fil d'acier	3
Fils de chanvre, de coton, de laine ou de lin pour broder ou pour coudre	1
Fils de chanvre, d'étoupe et de lin simples, écrus pour tissage	2
Fils de chanvre, d'étoupe et de lin simples, écrus pour tissage, emballés du numéro 1 au numéro 10	3
Fils de chanvre, d'étoupe et de lin simples, écrus pour tissage, non emballés, *sans responsabilité*, du No. 1 au No. 10	3
Fils de chanvre, de laine et de lin pour tissage	1
Fils de coton pour tissage	1
Fils de coton pour tissage en caisses, harasses ou paniers, *sans responsabilité*	2
Fil de cuivre	3
Fil de fer	3
Fils de jute simples écrus pour tissage	2
Fils de jute simples, écrus pour tissage, emballés	3
Fils de jute simples, écrus pour tissage, non emballés, *sans responsabilité*	3
Fil de laiton	3
Fil de soie	1
Fils métalliques non dénommés	2
Filtres en grès	2
Filtres en grès emballés, *sans responsabilité*	3
Flanelles	1
Flegmes	3
Fleur de soufre	3
Fleurs artificielles *	1
Fleurs médicinales	1
Fleurs sèches	1
Fleurs vivantes *	1
Foies de canard ou d'oie	1
Foin *	2
Foissonnats (bois à brûler)	3
Fontaines	1
Fontes brutes	3
Fontes d'ornement	2
Fonte émaillée (objets en)	2
Fontes moulées	2
Formes à sucre en terre cuite	1
Formes à sucre en terre cuite, en caisses, harasses ou paniers	3
Formes à sucre en terre cuite, en vrac, *sans responsabilité*	2
Formes à sucre en tôle	2
Foudres démontés	3
Foudres vides *	1
Fourneaux économiques	2
Fournitures de bureaux	1
Fourrages secs *	2

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Marchandises.	Séries.
Fourrages verts *	3
Fourrures	1
Fromental (graine de)	4
Friperie	1
Frises en chêne ou en sapin	3
Frisons de soie	3
Fromages de Brie	2
Fromages frais	1
Fromages secs	3
Fruits au jus	1
Fruits confits	1
Fruits frais non dénommés	1
Fruits pour boisson	1
Fruits pour distillerie	1
Fruits secs non dénommés	2
Fulminates (*Voir le tarif exceptionnel fixé par l'article* 11)	—
Fumier	5
Fustet	2
Fûts démontés	3
Fûts vides *	1
G.	
Galbanum	1
Galène	3
Galipot	3
Galoches	3
Gambier	3
Ganterie	1
Garance en poudre	3
Garance en racines	3
Garancine	3
Gaudes	3
Gaudes, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Gélatine	1
Gemme (matière résineuse)	3
Générateur dont la longueur n'excède pas 6m·50	3
Genièvre en grains	3
Genièvre (liqueur de)	2
Genièvre en fûts, *sans responsabilité*	3
Gentiane	3
Gibier	1
Gingembre	1
Girofle	2
Glace (eau congelée)	1
Glaces avec ou sans tain	1
Glands	4
Glu	1
Glu marine	3
Glucose	4
Gluten	3
Glycérine ou parement Freppel	1
Glycérine ou parement Freppel en touries, *sans responsabilité*	2
Glycérine ou parement Freppel en fûts, *sans responsabilité*	3
Gobleterie en verre	1
Gobleterie en verre, emballée, *sans responsabilité*	2
Gomme arabique	2
Gomme copal	1
Gomme laque	1
Gomme résine	2
Goudron	4
Graines fourragères et oléagineuses non dénommées	4
Graines potagères	2
Graines tinctoriales	2
Graines non dénommées	2
Grains	4
Graisse	3
Granit	3
Graphite	3
Gravier	5
Grelots	1
Grenades	1
Grenaille	3
Groisil	3
Gruau	4
Guano	5
Gutta-percha brute	3
Gutta-percha ouvrée	1
H.	
Halpha*	4
Harengs salés	2
Harengs salés en fûts, *sans responsabilité*	3
Harengs saurs	3
Haricots frais	3
Haricots secs	4
Herboristerie non dénommée	1
Hermodacte	1
Horlogerie	1
Horlogerie de Morez	3
Horlogerie en bois	3
Houblon	1
Houille	5
Huile d'aspic	1
Huile de coco	3
Huile de goudron	1
Huile de goudron en caisses, *sans responsabilité*	2
Huile de goudron en fûts, *sans responsabilité*	3
Huile de graine	2
Huile de graine en fûts, *sans responsabilité*	3
Huile de naphte	1
Huile de naphte en bombonnes, bouteilles ou teuries, renfermées dans des cages ou caisses, *sans responsabilité*	4
Huile de naphte en fûts, *sans responsabilité*	4
Huile de noix	3
Huile d'olive	1
Huile d'olive en fûts, *sans responsabilité*	2
Huile de palme	3
Huile de pétrole	1
Huile de pétrole en bombonnes, bouteilles ou touries, renfermées dans des cages ou caisses, *sans responsabilité*	4
Huile de pétrole en fûts, *sans responsabilité*	4
Huile de poisson	2
Huile de ricin et autres huiles médicinales	1
Huile de schiste	1
Huile de schiste en bombonnes, bouteilles ou touries, renfermées dans des cages ou caisses, *sans responsabilité*	4
Huile de schiste en fûts, *sans responsabilité*	4
Huile de suif	3
Huiles concrètes	3
Huiles essentielles	1
Huiles non dénommées	1
Huiles non dénommées en fûts, *sans responsabilité*	2
Huîtres	1
Huîtres marinées	1
Hydromel	2
Hydromel en fûts, *sans responsabilité*	3
I.	
Immortelles	1
Imprimés	1
Indiennes	1
Indigo	1
Instruments agricoles	3
Instruments de chirurgie	1
Instruments de musique	1
Instruments d'optique, de physique et de précision	1
Ipécacuanha	1
Iris en poudre	1
Iris en racines	1
Isolateurs en porcelaine	1
Isolateurs emballés, *sans responsabilité*	2
Issues de grains	4
Ivoire	1
J.	
Jalap	1
Jambons	3
Jantes en bois	3
Jarosse	3
Jarres *	1
Jarres en caisses, harasses ou paniers *	2
Jarres, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	3
Jaunes de chrome et de Naples	1
Joncs	2
Jouets	1
Jujube	1
Jus de citron	1
Jus de fruits	1
Jus de fruits en fûts, *sans responsabilité*	3
Jute	2
Jute emballé	3
K.	
Kaolin	3
Kermès	1
Kirsch	2
Kirsch en fûts, *sans responsabilité*	3
L.	
Lacdye	2
Lainages tissés	1
Laine brute ou en suint	3
Laine filée pour tissage	1
Laine lavée	2
Laine peignée ou cardée	2
Lait	1
Laiton en barres	3
Laiton en feuilles	3
Laiton en fil	3
Laiton en saumons	3
Lames de scies	1
Lampisterie	1
Langues de bœuf fumées	2
Laque	1
Lard fumé ou salé	3
Lattes	3
Laudanum	1
Laurier en bottes	1
Légumes comprimés	2
Légumes desséchés	2
Légumes en conserves	2
Légumes farineux, non dénommés	4
Légumes frais, non dénommés	3
Légumes frais, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Légumes secs, non dénommés	4
Lentilles	4
Leviers	3
Levûre fraîche	1
Levûre sèche	2
Librairie	1

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Marchandises.	Séries.
Lichen	1
Lie de bière	3
Lie de bière en fûts, *sans responsabilité*	4
Lie de vin	3
Liége brut	2
Liége ouvré	1
Liens en bois	3
Lignite	5
Limaille	3
Limes préparées	2
Limes brutes	3
Limonades gazeuses	3
Limonades gazeuses, en caisses ou en paniers, *sans responsabilité*	4
Limousines	1
Lin (graine de)	4
Lin brut ou teillé	3
Lin en tiges	3
Lin filé pour tissage	1
Lin filé simple, écru, pour tissage	2
Lin filé simple, écru, pour tissage, emballé, du No. 1 au No. 10	3
Lin filé simple, écru, pour tissage, non emballé, *sans responsabilité*, du No. 1 au No. 10	3
Lin peigné ou cardé	2
Lingerie	1
Liqueurs en paniers ou en caisses	2
Liqueurs non dénommées	2
Liqueurs non dénommées en fûts, *sans responsabilité*	3
Lisières de drap	3
Literie *	1
Litharge	3
Lits en fer décorés *	1
Lits en fer non décorés *	2
Locomobiles	1
Louchets	3
Luciline	1
Luciline en bombonnes ou bouteilles, renfermées dans des cages ou caisses, *sans responsabilité*	4
Luciline en fûts, *sans responsabilité*	4
Lupins (pois)	2
Lupins (pois) secs	4
Luzerne (graine de)	4

M.

Marchandises.	Séries.
Macaroni	3
Machines	1
Machines non emballées, *sans responsabilité*	2
Machines emballées	3
Machines à battre *	1
Madriers dont la longuer n'excède pas 6m·50	3
Magnésie	1
Maïs	4
Malachite brute	3
Malachite ouvrée	1
Malt	4
Manches en bois	4
Manches de fouets, dits perpignans	1
Manganèse	4
Manne	1
Marbres artificiels	1
Marbres en blocs	3
Marbres en tranches isolées	2
Marbres en tranches isolées, *sans responsabilité*	3
Marbres en tranches scellées ensemble avec plâtre ou ciment	2
Marbres en tranches scellées ensemble avec plâtre en ciment, *sans responsabilité*	3
Marbres ouvrés ou polis	1
Marc d'olives	3
Marc de pommes	3
Marc de raisins	3
Marègues	1
Marne	5
Maroquins	1
Marrons	3
Masses indivisibles pesant plus de 3,000 kilogrammes (*Voir le tarif exceptionnel fixé par l'article* 12)	—
Massiaux	3
Mastic	3
Matériaux pour la construction et la réparation des routes	5
Matières bitumineuses solides	3
Mâts dont la longueur n'excède pas 6m·50	3
Mécaniques	1
Mécaniques non emballées, *sans responsabilité*	2
Mécaniques emballées	3
Mèches de coton	1
Mèches de mineurs	1
Médicaments non dénommés	1
Mélasse	3
Melons	1
Mercerie	1
Mercure	1
Mérinos	1
Merrains	3
Métaux bruts non dénommés	3
Métaux ouvrés non dénommés	2
Méthylène	3
Meubles	1
Meubles, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*; chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Meules à aiguiser ou à émoudre	2
Meules à aiguiser ou à émoudre, *sans responsabilité*	3
Meules à moudre	3
Meulières	3
Mica en feuilles	2
Mica en poudre	2
Miel blanc	1
Miel roux	1
Millet (graine de)	4
Mine de plomb	3
Mine orange	2
Minerai de fer	5
Minerai de plomb	3
Minerais non dénommés	3
Minette (graine de)	4
Minium	3
Miroirs	1
Mitraille de cuivre	3
Mitraille de fer ou de fonte	3
Moellons	3
Moleskine	1
Moleskine vernie	1
Molletons	1
Monnaie de billon	1
Morfil	1
Morue salée ou verte	3
Morue sèche	3
Mottes à brûler	3
Mouches à miel	1
Moules (coquillages)	1
Moules et modèles	1
Mousse	1
Moutarde (graine de)	3
Moutarde préparée	1
Moutarde préparée en fûts ou en pots, emballés	2
Moyeux en bois	3
Moyeux en fonte	3
Muriate de potasse	3
Muriate de soude	3
Musc	1
Muscades	1
Myrobolans	3
Myrrhe	1

N.

Marchandises.	Séries.
Nacre brute	3
Nacre ouvrée	1
Naphte solide	4
Natron	4
Nattes	1
Navets	3
Navets, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Navette (graine de)	4
Nerfs de bœufs	2
Nerprun (graine de)	2
Nitrate de potasse	4
Nitrate de soude	4
Noir animal	3
Noir animal, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Noir animal pour engrais	5
Noir de fumée	1
Noir d'ivoire	1
Noir d'os	3
Noir d'os, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Noir léger	1
Noir minéral	4
Noir végétal	3
Noisettes fraîches	1
Noisettes sèches	2
Noisettes sèches en sacs	3
Noix de coco	2
Noix fraîches	1
Noix sèches	2
Noix sèches en sacs	4
Noix de galle	3
Noix vomique	1
Noyaux concassés	3
Noyaux non concassés	3

O.

Marchandises.	Séries.
Objets dangereux pour lesquels des règlements de police prescriraient des précautions spéciales. (*Voir le tarif exceptionnel fixé par l'article* 11)	—
Objets d'art (statues, tableaux, bronzes d'art. (*Voir le tarif exceptionnel fixé par l'article* 8)	—
Objets dont la dimensions excèdent celles du matériel. (*Voir l'article* 12)	—
Objets ne pesant pas 200 kilogrammes sous le volume d'un mètre cube. (*Voir le tarif exceptionnel fixé par l'article* 10)	—
Objets de collection	1
Objets manufacturés non dénommés *	1
Ocre	3
Ocre, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Œillette (graine d')	4
Œufs	1
Oignons brûlés	3
Oignons de fleurs	1
Oignons frais	1
Oignons secs	3
Oignons, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Oléine	3
Olives conservées	1
Olives fraîches	1
Olives en barils	3
Olives en caisses	2
Ombrelles	1
Onglons de bétail	2
Onglons de tortues	2
Onglons, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Opium	1
Oranges	1
Orangettes	1
Orcanette	3

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Marchandises.	Séries.
Orge	4
Orge germé	4
Orge perlé	3
Orgues	1
Ornements en fer	2
Ornements en fonte	2
Orpiment	3
Orseille	3
Os bruts	3
Os bruts en sacs	4
Os concassés	3
Os concassés en sacs	4
Os de seiche	1
Os en poudre	3
Os en poudre, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Os ouvrés	1
Osiers	3
Ouate *	1
Outils non dénommés	2
P.	
Paillassons	3
Paille commune tressée	1
Paille fine, tressée ou non tressée	1
Paille de maïs *	2
Paille de maïs, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids	4
Pailles non dénommées *	2
Pain	4
Pain d'épices	2
Palmier nain en fibres	3
Pamelle	4
Paniers démontés	3
Paniers vides *	1
Panneaux en faïence	1
Panneaux en faïence en cadres, *sans responsabilité*	2
Papeterie	1
Papier à écrire ou à imprimer	1
Papier à écrire ou à imprimer, emballé, *sans responsabilité*	2
Papier d'emballage ou à sucre	2
Papier d'emballage ou à sucre, emballé, *sans responsabilité*	3
Papier de verre	2
Papiers peints	1
Papiers peints emballés, *sans responsabilité*	2
Papiers non dénommés	1
Papiers vernis	1
Papiers vernis emballés, *sans responsabilité*	2
Parapluies *	1
Parchemin	1
Parfumerie	1
Passementerie	1
Pastèques	1
Pâtes alimentaires et potagères non dénommées	3
Pâtes à papier	4
Pâtes d'Italie	3
Pâtes tinctoriales	2
Pâtisserie	1
Paumelle	4
Pavés	5
Peausserie	1
Peaux de chèvre ou de chevreau brutes	2
Peaux de chèvre ou de chevreau ouvrées ou préparées	1
Peaux de lapin brutes	3
Peaux de lapin ouvrées ou préparées	1
Peaux de mouton en laine brute	3
Peaux de mouton en laine ouvrées ou préparées	1
Peaux brutes non dénommées	2
Peaux brutes, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	3
Peaux corroyées	2
Peaux ouvrées	1
Peaux parées à la lunette	3
Peaux tannées	3
Peignes	1
Pelles montées	2
Pelles non montées	3
Pelleteries	1
Pelures de cacao	3
Pendules	1
Perches dont la longueur n'excède pas 6m·50	3
Perlasse	4
Perles en verre	2
Phormium brut	2
Phormium brut, emballé	3
Phormium filé	2
Phormium filé, emballé	3
Phosphate de chaux	3
Phosphate de chaux pour engrais	5
Phosphate de potasse	2
Phosphate de soude	2
Phosphore (*Voir le tarif exceptionnel fixé par l'article* 11)	—
Pianos *	1
Pièce d'armes brutes	3
Pièces de forges brutes ou ouvrées	3
Pièces en argile réfractaire pour appareils métallurgiques	3
Pièces en fer, fonte ou tôle ajustées pour ponts, et dont la longueur n'excède pas 6m·50	3
Pièces de ponts à bascules démontées	3
Pièces non dénommées de machines et de mécaniques démontées	1
Pièces non dénommées de machines et de mécaniques démontées, non emballées, *sans responsabilité*	2
Pièces non dénommées de machines et de mécaniques non démontées, emballées, *sans responsabilité*	3
Pierres à aiguiser brutes	3
Pierres à aiguiser préparées	2
Pierres à aiguiser préparées, *sans responsabilité*	3
Pierres à chaux	5
Pierres à faux brutes	3
Pierres à faux taillées	3
Pierres à feu brutes	3
Pierres à feu taillées	2
Pierres à macadam	5
Pierres à plâtre	5
Pierres artificielles en ciment	3
Pierres de taille brutes ou légèrement ébauchées	3
Pierres de taille façonnées	3
Pierres lithographiques brutes	3
Pierres lithographiques polies en carrières	2
Pierres lithographiques préparées	1
Pierres lithographiques préparées, emballées, *sans responsabilité*	3
Pierre ponce	2
Pierre ou terre de Salinelle	3
Piles électriques	1
Piment	3
Pipes en terre cuite	3
Pipes (fûts) démontées	3
Pipes (fûts) vides *	1
Pistaches	1
Planches d'impression	1
Planches dont la longueur n'excède pas 6m·50	3
Planches en lames ou frises pour parquets	3
Plantes médicinales non dénommées	1
Plantes potagères non dénommées	1
Plantes tinctoriales non dénommées	1
Plantes vivantes *	1
Plantes vivantes, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids	3
Plaqué d'or ou d'argent (*Voir le tarif exceptionnel fixé par l'article* 8)	—
Plaques de blindage	3
Plaques foyères en fonte	2
Plaques tournantes	2
Plateaux en bois	3
Plâtre	3
Plâtre pour moulage	3
Plombagine	3
Plomb de chasse	2
Plomb en feuilles ou en tuyaux	2
Plomb en saumons	3
Plomb en tables	3
Plomb ouvré	2
Plumeaux	1
Plumes *	1
Plumes métalliques	1
Plumes pour parure *	1
Poêlerie en faïence	1
Poêlerie en faïence, non emballée, *sans responsabilité*	2
Poêlerie en faïence en caisses, harasses ou paniers, *sans responsabilité*	3
Poêlerie en fonte	2
Poêlerie en fonte, en caisses, harasses ou paniers, *sans responsabilité*	3
Poêlerie en fonte et tôle	2
Poêlerie en fonte et tôle, emballée, *sans responsabilité*	3
Poêlerie en tôle	1
Poêlerie en tôle, emballée, *sans responsabilité*	3
Poids à peser en cuivre	1
Poids à peser en fonte	3
Poids d'horloge en fonte	3
Poils de chameau	2
Poils de chèvre	2
Poils de lapins	4
Poils de vache	3
Poils d'animaux non dénommés	2
Pointes	3
Poiré	2
Poiré en fûts, *sans responsabilité*	3
Poireaux	1
Poires à la pelle	1
Poires à la pelle, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Poires à poiré	1
Poires à poiré, par w. c. de 5,000 k. ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Poires fraîches	1
Poires sèches	2
Pois frais	1
Pois secs	4
Poissons en boîtes	1
Poissons frais	1
Poissons fumés ou sèches, non dénommés	3
Poissons salés non dénommés	3
Poivre	3
Poix	3
Pommes à cidre	1
Pommes à cidre, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Pommes á la pelle	1
Pommes à la pelle, par wagon complet de 5,000 kilogrammes ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Pommes de pin	3
Pommes de terre	2
Pommes de terre en sacs	4
Pommes fraîches	1

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Marchandises.	Séries.
Pommes sèches	2
Poncires à l'eau de mer	1
Porcelaine	1
Porcelaine en caisses, cadres ou harasses, *sans responsabilité*	2
Porte-bouteilles en fer *	1
Potasse	4
Poteaux dont la longueur n'excède pas 6m·50	3
Poterie commune	2
Poterie commune en caisses, cadres ou harasses, *sans responsabilité*	3
Poterie commune en vrac, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs ou des destinataires	3
Poterie en fonte	2
Poterie d'étain	1
Poterie fine	1
Poterie fine en caisses, cadres ou harasses, *sans responsabilité*	2
Poterie non vernie en terre cuite	2
Poterie non vernie en terre cuite, en caisses, cadres ou harasses, *sans responsabilité*	3
Poudre à feu (*Voir le tarif exceptionnel fixé par l'article* 11)	—
Poudrette	5
Poussier de charbon	3
Poutres et poutrelles dont la longueur n'excède pas 6m·50	3
Poutres en fer, fonte ou tôle pour ponts, dont la longueur n'excède pas 6m·50	3
Pouzzolane	3
Préparations chimiques	1
Préparations pharmaceutiques	1
Presses à copier	1
Presses lithographiques	1
Présure	1
Produits chimiques non dénommés	1
Produits de carrières non dénommés	3
Projectiles en fer ou en fonte	3
Pruneaux	2
Prunes fraîches	1
Prunes sèches	2
Prussiate de potasse	3
Pulpes de betteraves	3
Pulpes de pommes de terre	3
Pyrites	4
Pyrolignite d'alumine	4
Pyrolignite de chaux	4
Pyrolignite de fer	4
Pyrolignite de plomb	3
Pyrolignites non dénommés	3
Q.	
Quartz	5
Quercitron	3
Quincaillerie fine	1
Quincaillerie grosse	2
Quinquina	1
R.	
Racines à brûler	3
Racines de chicorée	3
Racines d'épine-vinette	3
Racines d'épine-vinette, par wagon complet de 4,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Racines de guimauve	3
Racines de réglisse	3
Racines non dénommées	1
Rails	3
Raisiné	2
Raisiné en caisses, paniers ou tonneaux, *sans responsabilité*	3
Raisins frais	1
Raisins secs	2
Raisins secs pour boisson	2
Raisins secs pour distillerie	2
Raigras (graine de)	4
Redoul	2
Réglisse noire	2
Regrets d'orfèvre	3
Résidus de betteraves	3
Résidus de boucherie	4
Résidus de fécule de pommes de terre	3
Résidus de métaux	3
Résine	3
Ressorts de voitures, de wagons ou de locomotives	3
Ressorts pour tampons de wagons	3
Rhubarbe	1
Rhum	2
Rhum en fûts, *sans responsabilité*	3
Ricin (graine de)	2
Rivets	3
Riz	4
Rocou	2
Rognures de carton ou de papier	4
Rognures de cuir	3
Rognures de cuivre et autres métaux	3
Rondins	3
Roseaux	2
Rotins	2
Rouennerie	1
Rous de wagons montées	3
Rous de wagons non montées	3
Rouleaux d'impression	1
Rubannerie de coton, de fil ou de soie	1
Ruches d'abeilles	1
S.	
Sable	5
Sabots de bétail	3
Sabots de voitures en fonte	3
Sabots pour chaussures	4
Sabots pour pilotis	3
Sacs vides	3
Safran	1
Safranum	1
Sagou	3
Saindoux	3
Sainfoin (graine de)	4
Salaisons non dénommées	1
Salaisons non dénommées en barils	2
Salep	2
Salin	4
Salpêtre	4
Salsepareille	1
Sandaraque	1
Sang desséché	3
Sang liquide	3
Sangsues	1
Sardines à l'huile	1
Sardines salées	2
Sarments	3
Sarrasin	4
Sarraux	1
Saucissons	2
Saumure	3
Savon commun en briques	3
Savon de Marseille	3
Savon de toilette	1
Savon mou	2
Savon mou en barils	3
Scammonée	1
Schistes bitumineux	3
Scies	1
Scilles	1
Sciures de bois	3
Scories ou résidus d'usines métallurgiques	5
Sébeste	1
Seigle	4
Sel ammoniac	3
Sel d'étain	3
Sel d'oseille	2
Sel de plomb	3
Sel de potasse	4
Sel de Saturne	3
Sel de soude	4
Sel de zinc	3
Sel gemme	4
Sel hydraté des eaux mères des salines	4
Sel marin	4
Sellerie *	1
Semoule	3
Séné	1
Serpentaire de Virginie	1
Serrurerie non dénommée	2
Sésame (graine de)	4
Silicate de potasse	4
Silicate de soude	4
Simarouba	1
Sirop de fécule	3
Sirop de fécule, *sans responsabilité*	4
Sirops non dénommés	1
Smalt brut	2
Smalt en poudre	2
Socs de charrue	3
Soie brute	1
Soie manufacturée	1
Soies de porc	3
Soieries	1
Solives dont la longueur n'excède pas 6m·50	3
Sommiers élastiques	1
Son	4
Sonnettes	1
Sorgho (graine de)	4
Sorgho (tiges de)	4
Souches à brûler	3
Soude brute	4
Soude liquide	4
Soude raffinée	3
Soudure de cuivre	3
Soufre brut	4
Soufre raffiné	3
Soufre sublimé	3
Sparte brut *	3
Sparterie	2
Spath-fluor	3
Spermaceti	1
Spiritueux non dénommés	1
Spiritueux non dénommés en fûts, *sans responsabilité*	3
Stanate de soude	4
Stéarine	4
Storax	1
Suc de châtaignier	1
Suc de réglisse	2
Sucre brut	3
Sucre candi	1
Sucre en pains	1
Sucre pilé	1
Sucre raffiné	1
Suie	5
Suif brut	2
Suif brut en caisses ou barriques, *sans responsabilité*	4
Suif épuré	1
Sulfate d'alumine	4
Sulfate d'ammoniaque	4
Sulfate de baryte	4
Sulfate de cuivre	4
Sulfate de fer	4
Sulfate de magnésie	1
Sulfate de plomb	4
Sulfate de potasse	4
Sulfate de quinine	1
Sulfate de soude	4
Sulfate de zinc	4
Sulfates non dénommés	3
Sumac	3

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Marchandises.	Séries.
T.	
Tabac en feuilles	3
Tabac manufacturé	1
Tabletterie	1
Tafia	2
Tafia en fûts, *sans responsabilité*	3
Taillanderie	3
Talc brut	3
Talc en feuilles	2
Talc en poudre	2
Tamarin	3
Tamis	1
Tampons pour wagons	3
Tan	4
Tannin	3
Tapioca	3
Tapis	1
Tapisserie	1
Tartans	1
Tartre brut	4
Tartre raffiné	3
Térébenthine	2
Térébenthine en fûts, *sans responsabilité*	3
Terre à pipe	3
Terre à poterie	3
Terre de bruyère	5
Terre d'ombre	3
Terre de Sienne	3
Terre réfractaire	3
Terre végétale	5
Terre verte	2
Terres non dénommées	3
Terreau	5
Terrines	1
Thé	1
Thibaude	3
Thon mariné	1
Tirefonds pour rails	3
Tissus non dénommés	1
Toiles à bâches et à voiles	3
Toiles à sacs	3
Toiles cirées	1
Toiles de chanvre et de lin blanches	1
Toiles de chanvre ou de lin écrues	1
Toiles de coton blanchies	2
Toiles de coton blanchies, emballées, *sans responsabilité*	3
Toiles de coton écrues	2
Toiles de coton écrues, emballées, *sans responsabilité*	3
Toile d'emballage	3
Toile en treillis	1
Toiles imprimées	1
Toiles métalliques	2
Toiles peintes	1
Toiles non dénommées	1
Tôle d'acier non ouvrée	2
Tôle de fer non ouvrée	2
Tôle galvanisée	2
Tôles ouvrées	2
Tomettes	2
Tonneaux démontés	3
Tonneaux vides *	1
Tontisses	3
Torches	3
Tortues	1
Tourbe	5
Tourbe carbonisée	5
Touries vides	1
Touries vides, par wagon d'au moins 5,000 kil., ou payant pour ce poids, *sans responsabilité*, chargement et déchargement par les soins et aux frais, risques et périls des expéditeurs et des destinataires	3
Tournebroches	2
Tournesol	2
Tournure de fer	3
Tourteaux	3
Tourteaux, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Traverses pour chemins de fer	3
Trèfle (graine de)	4
Treillages en bois	3
Treillages en fer	3
Tresses de paille	1
Tripoli brut	3
Tripoli en poudre	2
Trois-six	2
Trois-six en fûts, *sans responsabilité*	3
Truffes	1
Tubes en cuivre	3
Tubes en fer	3
Tubes en laiton	3
Tuiles	3
Turbith	1
Tuyaux de drainage en terre cuite ou en ciment	3
Tuyaux de drainage en terre cuite, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids, *sans responsabilité*	4
Tuyaux en bois	2
Tuyaux en cuivre	3
Tuyaux en fer	3
Tuyaux en fonte	3
Tuyaux en plomb	2
Tuyaux en tôle bituminés ou non bituminés	3
Tuyères en fonte	3
U.	
Ustensiles de ménage en cuivre, étain, fer-blanc, tôle ou zinc	1
Ustensiles de ménage en fer battu	2
Ustensiles de ménage en fonte	2
Ustensiles de ménage non dénommés	1
Ustensiles de ménage en cuivre, étain, fer-blanc, tôle ou zinc, en caisses, harasses ou paniers	2
V.	
Vanille	1
Vannerie *	1
Vannerie, par wagon complet de 4,000 kilogr., ou payant pour ce poids	3
Varech	2
Varech, par wagon complet de 5,000 kilogrammes, ou payant pour ce poids	4
Velours	1
Vendanges (raisins)	3
Verdet	3
Vergeoise	3
Verjus	3
Vermicelle	3
Vermillon	1
Vermouth	2
Vermouth en fûts, *sans responsabilité*	3
Vernis	1
Verres à vitres	1
Verres à vitres en caisses, *sans responsabilité*	3
Verre cassé	3
Verre pilé	3
Verrerie commune	1
Verrerie commune en caisses, cadres ou harasses, *sans responsabilité*	3
Verrerie fine	1
Verroterie	1
Vert-de-gris	3
Vesces	4
Vêtements confectionnés	1
Vétiver	1
Viandes fraîches	1
Viandes fumées ou salées non dénommées	2
Viandes fumées ou salées en fûts ou en caisses	3
Vieilles chaussures	3
Vieilles fontes	3
Vieux cordages	4
Vieux cuivre	3
Vieux métaux non dénommés	3
Vieux papiers	4
Vinaigres	2
Vinaigre en fûts, *sans responsabilité*	3
Vins	2
Vins en fûts, *sans responsabilité*	3
Vis à bois	3
Vitriol bleu	4
Vitriol vert	4
Volailles mortes	1
Volailles vivantes	1
Volières *	1
Voliges dont la longueur n'excède pas $6^{m}\cdot50$	3
W.	
Wagons à terrassement montés	2
Wagons à terrassement démontés	3
Wagons de mine montés	2
Wagons de mine démontés	3
Z.	
Zinc en feuilles ou en tuyaux	2
Zinc en plaques	3
Zinc en saumons	4
Zinc ouvré	2
Zostère	2
Zostère, par wagon complet de 5,000 kilogr., ou payant pour ce poids	4

* Conformément à l'article 10. les marchandises suivie d'un astérisque sont taxées moitié en sus de prix fixé par le tarif, lorsqu'elles ne pèsent pas 200 kilog. sous le volume d'un mètre cube ; cette augmentation n'est point applicable aux frais accessories.

Art. 8. Le plaqué d'or ou d'argent, les dentelles et les objets d'art (*statues, tableaux, bronzes d'art*), sont taxés *moitié en sus* du prix fixé par le tarif général pour les marchandises de la première série.

10. Les denrées et objets qui ne sont pas nommément énoncés dans le tarif du cahier des charges, et qui ne pèseraient pas 200 kilogrammes sous le volume d'un mètre cube, sont taxés *moitié en sus* des prix fixés par le tarif général, selon la série du dit tarif à laquelle ces objets appartiennent, sans que, dans aucun cas, la taxe à percevoir puisse être supérieure à celle qui résulterait de l'application du tarif simple au poids fictif calculé à raison de 200 kilogrammes par mètre cube.

11. Les matières inflammables ou explosibles, telles que, poudres à feu, fulminates, capsules, artifices, allumettes chimiques, phosphore, éther, et les objets dangereux pour lesquels des règlements de police prescriraient des précautions spéciales, sont taxés *moitié en sus* du prix fixé par le tarif général pour les marchandises de la première série.

12. Les prix du tarif sont augmentés *de moitié*, pour les masses indivisibles pesant de 3,000 à 5,000 kilog., et portés *au double* pour les masses indivisibles pesant plus de 5,000 kilog., mais ne dépassant pas 22,000 kilog., sans toutefois que, pour les masses de plus de 10,000 kilog. jusqu'à 22,000 kilog., les prix puisse être inférieur à 0 fr. 25 c. par tonne et par kilomètre.

La compagnie n'accepte pas le transport des masses indivisibles pesant plus de 22,000 kilogrammes, ni des objets dont les dimensions excèdent celles du matériel. La longueur normale du matériel affecté au transport des marchandises est de $6^{m}{\cdot}50$.

Si, nonobstant la disposition qui précède, la compagnie transporte des masses indivisibles pesant plus de 22,000 kilogrammes ou des objets dont les dimensions excèdent celles du matériel, elle devra, pendant trois mois au moins, accorder les mêmes facilités à tous ceux qui en feraient la demande.

Dans ce cas, les prix de transport seront fixés par l'administration, sur la proposition de la compagnie.

Dans toutes les gares d'expédition ou de destination où il n'existe pas de grues ou de treuils de force suffisante pour le chargement et le déchargement des masses indivisibles pesant plus de 5,000 kilogrammes, le chargement et le déchargement en seront faits par les soins et aux frais, risques et périls des expéditeurs ou des destinataires.

Appendix ED.

List of actual Rates per ton charged for certain Goods, between certain towns in England, and comparison of the same with the French Rates for corresponding distances.

The French Rates are taken from the published Book of Rates of the Chemin de Fer de l'Est for 1865. They are from station to station; *i.e.*, they include loading and unloading and station dues, but not collection and delivery.

The English Rates marked with an asterisk *include* collection and delivery within the Company's ordinary limits, and are not therefore strictly comparable with the French Rates. The Rates not so marked are from station to station.

(The Clearing House allowance for collection and delivery is 2*s.* 6*d.* per ton in the country and 7*s.* in London for each operation.)

Class in French Classification.	—	Great Eastern Railway.				Great Northern Railway.				Great Western Railway.							
		London and Cambridge, 58 miles.	Corresponding French Rate.	London and Harwich, 68 miles.	Corresponding French Rate.	London and Peterborough, 76 miles.	Corresponding French Rate.	London and Hull, 181 miles.	Corresponding French Rate.	Gloucester and Swansea, 102 miles.	Corresponding French Rate.	Liverpool and Bristol, 175 miles.	Corresponding French Rate.	London and Bristol, 119 miles.	Corresponding French Rate.	London and Gloucester, 114 miles.	Corresponding French Rate.
		s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1	Drugs and Drysalteries	23 4*	13 2	21 8*	15 2	28 4*	16 10	45 0*	38 5	20 0*	22 2	30 0*	37 3	35 0*	25 9	30 0*	24 9
	Fish, fresh	35 0*		variable		45 0*		70 0*		60 0*		60 0*		45 0*		45 0*	
	Manufactured Cotton Goods.	23 4*		21 8*		28 4*		25 0*		20 0*		30 0*		35 0*		30 0*	
	Furniture	42 0*		45 0*		45 0*		70 0*		60 0*		60 0*		45 0*		45 0*	
2	Ale and Beer	10 0	11 7	7 0	13 5	19 2*	14 10	27 6*	33 9	12 6*	19 7	20 0*	32 9	15 0	22 8	20 0*	21 9
	Hardware	23 4*		21 8*		22 6*		38 4*		16 8*		25 0*		27 6*		25 0*	
	Wines and Spirits	23 4*		21 8*		28 4*		45 0*		20 0*		30 0*		23 4*		30 0*	
	Rough building Stone	4 5		5 11		7 5		18 4		5 10				10 0		10 0	
	Bricks	4 5		4 5		9 2		18 4		5 10				10 0		7 6	
	Iron Castings	15 0*		31 8*		22 6*		38 4*		16 8*		25 0*		27 6*		25 0*	
						19 2*		27 6*									
3	Bar Iron	10 0	8 7	8 4	9 11	19 2*	10 11	27 6*	24 6	10 0	14 4	25 0*	23 9	15 0	16 7	11 9	15 11
	Lime	4 5		5 11		9 2		18 4		5 10		—		8 3		10 0	
	Timber	10 0		8 4		11 8		18 4		7 11		15 0		12 6		13 4	
	Sugar, raw	13 4*		14 2*		18 4*		21 8*		12 6*		16 8		15 0		20 0*	
	Cotton Wool, raw	18 4*		17 6*		19 2*		25 0*		12 6*		20 0*		22 6*		20 0*	
	Earthenware	18 4*		17 6*		22 6*		27 6*		16 8*		25 0*		22 6*		25 0*	
	Flax, raw	18 4*		17 6*		22 6*		25 0*		16 8*		25 0*		22 6*		25 0*	
4	Salt, in bulk	4 1	7 2	4 7	8 2	9 2	9 0	18 4	17 6	5 10	11 8	—	17 0	10 0	13 6	10 0	13 0
	Corn	8 4		7 0		10 0		15 0		7 11		15 0		10 0		10 0	
5	Iron Ore	4 5	5 2	5 11	5 6	9 2	6 0	18 4	10 9	5 10	7 9	—	10 9	10 0	8 11	10 0	8 7

Class in French Classification.	—	London, Brighton, and South Coast Railway.		London and North-western Railway.										London and South-western Railway.			
		London and Brighton, 30 miles.	Corresponding French Rate.	Liverpool and Manchester, 33 miles.	Corresponding French Rate.	Liverpool and Sheffield, 74 miles.	Corresponding French Rate.	London and Birmingham, 112 miles.	Corresponding French Rate.	Manchester and Leeds, 42 miles.	Corresponding French Rate.	London and Aberdeen, 540 miles.	Corresponding French Rate.	London and Southampton, 78 miles.	Corresponding French Rate.	London and Salisbury, 83 miles.	Corresponding French Rate.
		s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1	Drugs and Drysalteries	20 0	11 5	11 0	8 0	23 4*	16 5	32 6*	24 3	18 4*	9 11	60 0*	112 5	19 7	17 4	20 2	18 4
	Fish, fresh	20 0		17 6		30 0*		50 0*		40 6*		60 0*		25 0*		27 8	
	Manufactured Cotton Goods.	20 0		10 0		23 4*		32 6*		18 4*		60 0*		19 7		20 2	
	Furniture	20 0		17 6		30 0*		50 0*		40 0*		120 0*		44 3		45 2	
2	Ale and Beer	7 6	10 2	8 4	7 1	—	11 6	21 8*	21 4	13 4*	8 9	35 0*	98 6	11 8	15 4	12 8	16 3
	Hardware	15 0		10 0		20 0*		27 6*		16 8*		40 0*		16 3		16 10	
	Wines and Spirits	20 0		11 0		23 4*		32 6*		18 4*		40 —		19 7		20 2	
	Rough building Stone	7 6		4 2		—		10 0		8 4		-		6 6		6 8	
	Bricks	4 7		4 2		—		8 2		5 10		-		6 6		6 8	
	Iron Castings	15 0		11 0		23 4*		32 6*		18 4*		60 0*		16 3		16 10	
		7 6															
3	Bar Iron	10 0	7 7	7 6	5 5	9 2	10 9	11 8	15 7	10 0	6 7	30 0	70 9	—	11 8	—	11 11
	Lime	4 5		4 2		—		—		5 10		—		8 8		6 8	
	Timber	7 6		7 5		10 0		14 2*		12 6		40 0		11 8		12 8	
	Sugar, raw	10 0		8 4		20 0*		21 8*		13 4*		35 0*		11 8		12 8	
	Cotton Wool, raw	10 0		8 0		20 0*		21 8*		13 4*		35 0*		11 8		12 8	
	Earthenware	10 0		10 0		20 0*		27 6*		16 8*		40 0*		16 3		16 10	
	Flax, raw	10 0		10 0		20 0*		27 6*		16 8*		40 0*		16 3		16 10	
4	Salt, in bulk	4 7	6 4	4 2	4 7	—	8 9	—	12 9	5 10	5 6	—	42 11	8 4	9 8	8 4	9 9
	Corn	7 6		6 8		12 6		15 6*		11 0		30 0		8 4		8 4	
5	Iron Ore	7 6	5 2	4 2	4 7	6 8	5 11	—	8 5	5 10	5 2	—	27 9	6 6	6 3	6 8	6 7

Class in French Classification.	—	Midland Railway. Birmingham and Leeds, 114 miles.	Midland Railway. Corresponding French Rate.	Midland Railway. Birmingham and Bristol, 91 miles.	Midland Railway. Corresponding French Rate.	North-eastern Railway. Newcastle and Hull, 123 miles.	North-eastern Railway. Corresponding French Rate.	North-eastern Railway. Hull and Leeds, 50 miles.	North-eastern Railway. Corresponding French Rate.	North-eastern Railway. Newcastle and Leeds, 98 miles.	North-eastern Railway. Corresponding French Rate.	North-eastern Railway. Newcastle and Carlisle, 65 miles.	North-eastern Railway. Corresponding French Rate.	North-eastern Railway. Hull and Sheffield, 76 miles.	North-eastern Railway. Corresponding French Rate.	South-eastern Railway. London and Dover, 90 miles.	South-eastern Railway. Corresponding French Rate.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	Drugs and Drysalteries	30 0*	24 7	20 10*	19 11	23 4*	27 6	16 8*	11 5	80 0*	21 5	22 6*	14 8	20 0*	16 10	23 4	19 9
	Fish, fresh	50 0*		55 0*		75 0*		38 4*		63 4*		38 4*		38 4*		40 0	
	Manufactured Cotton Goods.	30 0*		20 10*		23 4*		12 6*		(a)30 0*		22 6*		20 0*		23 4	
	Furniture	50 0*		55 0*		50 0*		22 0*		48 0*		31 0*		48 0*		63 4	
2	Ale and Beer	20 0*	21 8	12 1*	17 7	15 0*	24 3	11 8*	10 2	16 8*	18 11	13 4*	13 0	13 4*	14 10	10 0	17 5
	Hardware	20 0*		15 5*		18 4*		14 2*		23 4*		20 0*		15 0*		15 5	
	Wines and Spirits	30 0*		20 10*		23 4*		11 8*		(a)30 0*		22 6*		20 0*		15 5	
3	Rough building Stone	11 10	15 10	7 6	12 11	8 4	17 7	6 8	7 7	7 6	13 10	5 0	9 7	8 4	11 0	7 6	12 9
	Bricks	8 2		6 8		8 4		6 8		8 4		5 0		8 4		7 6	
	Iron Castings	25 0*		15 5*		18 4*		16 8*		23 4*		20 0*		15 0*		15 5	
						10 0		11 8*		20 0*		17 6*		13 4*			
	Bar Iron	12 6		10 0		10 0		7 6		10 0		10 0		8 0		8 9	
	Lime	7 7		7 6		8 4		7 6		8 4		3 9		8 4		7 6	
	Timber	15 6		10 0*		10 0		7 6		(a)13 4		8 0		8 4		7 6	
	Sugar, raw	20 0*		12 1*		15 0*		11 8*		20 0*		17 6*		13 4*		10 0	
	Cotton Wool, raw	20 0*		12 1*		15 0*		11 8*		(a)20 0*		17 6*		13 4*		10 0	
	Earthenware	20 0		15 5*		15 0*		10 0*		20 0*		17 6*		15 0*		8 9	
	Flax, raw	25 0*		15 5*		13 4*		10 0*		(a)20 0*		20 0*		15 0*		10 0	
4	Salt, in bulk	—	12 11	—	10 6	8 4	14 0	7 6	6 4	8 4	11 4	6 6	7 11	8 4	9 0	7 6	10 6
	Corn	13 0		10 4*		10 0		variable		(a)10 0		9 2		8 4		6 8	
5	Iron Ore	8	8 6	7 6	7 1	8 4	9 6	5 10	5 2	8 4	7 6	5 0	5 5	5 3	6 1	7 6	7 0

(a) These rates are for town traffic. Considerable reductions are made for export and import.

Deducting from the English rates marked with an asterisk the clearing-house rates for collection and delivery, and taking the average of the whole in proportion to the mileage, the result is found as follows:—

	Average English Rate per Ton per Mile, Station to Station.	Average French Rate per Ton per Mile, Station to Station.
For the Goods comprised in Class 1 of the French Classification	3·37*d.*	2·60*d.*
" " Class 2 " "	1·66*d.*	2·29*d.*
" " Class 3 " "	1·31*d.*	1·67*d.*
" " Class 4 " "	1·07*d.*	1·28*d.*
" " Class 5 " "	1·06*d.*	0·96*d.*

Appendix EE.

Statement of Passenger Trains, Fares, Speed, &c. on certain English Railways.

Name of Railways, &c.	Distance. Miles.	Speed per Hour (average) including Stoppages. Express.	Speed per Hour (average) including Stoppages. Ordinary.	No. of Trains per Day one Way. Express.	Ordinary.	Total.	1st, 2nd, 3rd.	1st, 2nd.	1st.	Fares per Mile. Express. 1st Class.	Express. 2nd Class.	Ordinary. 1st Class.	Ordinary. 2nd Class.	Ordinary. 3rd Class.
										d.	*d.*	*d.*	*d.*	*d.*
London and North-western:														
London to Birmingham	113	37⅓	24¼	8	3	11	2	9	–	Nil.	Nil.	2·12	1·60	1
London to Manchester	189	37¼	22	4	6	10	3	7	–	Nil.	Nil.	2·10	1·52	1
London to Carlisle	301	35$\frac{29}{30}$	26	3	3	6	2	4	–	Nil.	Nil.	2·19	1·60	1
London to Holyhead	264	37⅕	24⅓	2	6	8	2	6	–	Nil.	Nil.	2·14	1·62	0·96
London and South-western:														
London to Southampton	78¾	34	29	2	7	9	1	8	–	2·66	1·82	2·35	1·67	1
London to Guildford	30¼	33½	26¼	3	8	11	3	8	–	Nil.	Nil.	2·38	1·98	1
London to Portsmouth	74	30	26½	5	6	11	3	8	–	2.84	1·94	2·43	1·70	1
Great Western:														
London to Birmingham	129	36	23	2	6	8	1	7	–	Nil.	Nil.	1·86	1·32	0·88
London to Bristol	118	36$\frac{7}{10}$	23⅗	4	5	9	2	7	–	2·65	1·86	2·12	1·60	1
London to Plymouth	207	29⅘	18½	3	2	5	1	4	–	3·07	2·23	2·70	1·90	1·08
London to Oxford	63	37	22½	8	6	14	1	13	–	Nil.	Nil.	2·10	1·59	1
London to Milford Haven	285	30	26¾	1	–	1	–	1	–	2·09	1·66	2·09	1·59	1
Great Northern:														
London to Peterborough	76½	45¾	24½	7	7	14	2	12	–	Nil.	Nil.	2·13	1·65	1
London to York	190½	40¼	23⅗	6	3	9	1	8	–	Nil.	Nil.	2·25	1·66	1
London to Edinburgh	399½	33	—	1	–	1	–	1	–	Nil.	Nil.	2·10	1·51	0·99
Great Eastern:														
London to Colchester	51¼	38	24	2	6	8	2	6	–	2·94	2·00	2·47	2·00	1
London to Norwich	113½	29	21	2	4	6	1	5	–	2·81	2·00	2·52	2·00	1·50 / 1
South-eastern:														
London to Tunbridge	42½	—	31½	–	11	11	4	7	–	2·68	1·93	2·40	1·69	0·94
London to Hastings	75	31	26½	4	5	9	3	6	–	2·48	2·08	2·08	1·51	0·96
London to Dover	89	40	30	3	3	6	2	3	1	2·56	1·75	2·36	1·62	0·88
London, Brighton, and South Coast:														
London to Brighton	50½	37$\frac{7}{8}$	25¼	5	7	12	3	9	–	2·64	2·10	2·10	1·56	1
London to Hastings	76½	31⅔	26½	2	5	7	3	4	–	2·43	2·04	2·04	1·50	0·95

Appendix EF.

Report of the Auditors of the London and North-western Railway Company.

Euston Station, London,
9th January 1867.

To the Shareholders of the London and North-western Railway Company.

The audit committee having at this time had under consideration the extent and the magnitude of the affairs of the London and North-western Railway, and believing that it would be desirable for the shareholders to know that the various financial departments are under effective control, have invited the auditors to describe in detail the steps taken to insure a complete and continuous audit of the accounts.

In accordance with this suggestion the auditors have prepared a comprehensive report, exhibiting no ordinary painstaking, in following out and verifying the several branches of finance, the issue of debentures, and of the company's shares and stock, and all the money transactions of your vast undertaking.

The report is itself an evidence how much the shareholders are indebted to the gentlemen who discharge the onerous and responsible duty of auditors, and the committee have requested the directors to cause it to be printed and circulated, trusting it will satisfy the shareholders, as it has the committee, that the accounts are faithfully kept, the dividends honestly earned, and that the undertaking is in a safe and sound condition.

On behalf of the audit committee,
Edward Smith,
Chairman.

London and North-western Railway,
Euston Station, 7th January 1867.

To the Shareholders' Audit Committee.

Gentlemen,

The secretary has made us acquainted with your request for information as to the mode and extent of the audit of the voluminous accounts of the company, and to this inquiry, so natural at the present moment of distrust, we have pleasure in replying—

That the main check, as between the board and its numerous servants, devolves of course on the large establishment at Euston called the audit office, headed by a responsible officer, who has eight in-door assistants, seven out-door inspectors, and a staff of 127 clerks, and is presided over by a special committee of the directors. The auditors from time to time satisfy themselves that the system of examination is complete, and that it is maintained in full efficiency: this they have every reason to believe is the case. In addition to the audit department there are at Euston station the chief accountant's, transfer, and cashier's offices—each under the charge of a responsible head, acting independently of, and forming a check upon, one another.

The verification made by the auditors, assisted by the public accountants, is therefore as between the board and the shareholders—its object being to ensure that the books are kept upon correct principles, that the published accounts are in accordance therewith, and that they honestly lay bare to the proprietors the true condition of the undertaking.

The responsibility of examining the cash disbursements devolves upon the public accountants, who, by means of their clerks, and in addition to the check exercised by the audit office, ascertain that there is a proper voucher for every payment (these are annually about 56,000 in number), and certify the same each half-year; they also examine the additions and postings of the traffic books, journals, ledgers, &c., and supply the auditors with a duly certified balance sheet, independent of that drawn up by the company's chief accountant.

The auditors themselves, however, carefully look through the abstract of the payments passed by the finance committee of the board, any entry out of the usual routine being noted, and the vouchers called for; they also scrutinize every entry in the journal and examine half-yearly each ledger account, so that the whole transactions of the company pass regularly under their review, and thus a complete and continuous audit is maintained.

They personally examine the debenture registers in the transfer office, and satisfy themselves that bonds are not issued in excess of the ascertained parliamentary powers, and that the cash actually received by the bankers, and entered in the accountant's ledger, corresponds with the amount of such issues. All paid-off bonds are produced to them, and duly cancelled.

The stock and share registers (kept also in the transfer office) are balanced twice a year; an abstract of the contents of each is laid before the auditors, who compare the same with the statement of capital raised, having previously checked the latter by the parliamentary powers, and verified it by the monies actually received by the bankers and at credit in the accountant's ledgers.

They also examine the entries passed to the credit of the dividend account of the London and North-western Railway, as well as of the subsidiary lines, in order to see that dividend is not paid upon capital in excess of the correct amount, as represented by the shares actually issued in each undertaking.

The details of the unpaid dividends and interest are likewise examined each half-year, and care is taken that the full amount of the outstanding liability in this respect is duly provided.

From the principal bankers the auditors receive direct and confidential statements of the cash balances, and from the country banks (13 in number), certified returns are laid before them, as evidence that the amounts of cash on hand, shown each half-year, really exist.

A considerable amount of attention is bestowed upon the large sums credited under the head of traffic, and a careful adjustment is periodically made in the accountant's office; which demonstrates that the company's agents and others have fully accounted for the monies earned at each of the 565 stations, the accuracy of the details of such earnings being duly tested by the audit office, who also certify that all settlements of traffic interchanged with other railway companies have been correctly made.

The rents due to the company, amounting to nearly £80,000 a year, also claim attention, the monies actually received being compared with the rent roll; and the accounts of the working of the Euston and Victoria and Holyhead Hotels are also examined. Care is also taken to see that proper dividends are received on all the shares held by the company in other undertakings.

The auditors also visit half-yearly, and oftener when needful, the large manufacturing and other centres of the company, at Crewe, Wolverton, Earlestown, Holyhead, Birmingham, Watford, and Stafford; they go through the books kept at these places, to satisfy themselves that the large sums there disbursed are properly accounted for, and that a due amount of repair and renewal is regularly executed, in order that the rolling stock, way and works may be constantly maintained in a full and efficient condition. They also require from the head of each department a certificate to this effect, as well as to the correctness of the stores under his charge; and as a further check upon the latter very important item an officer wholly unconnected with any of these departments is constantly employed in a careful stock-taking, with a view to ascertain that the amounts as shown in the half-yearly balance sheet are fully represented by stores actually in existence upon the company's premises.

The books of eleven subsidiary companies, which though more or less merged in the general undertaking, yet retain an organization of their own, receive the personal examination of the auditors, as also the books of the three lines held jointly with the Lancashire and Yorkshire Company, and of the five concerns in which the Great Western Company are partners. The accounts of two railways held jointly with the Manchester, Sheffield, &c. Company, and one with the Midland Company, also pass under their review.

The London and North-western ledgers are kept by double entry and upon the cash basis; that is to say, no entries are made until the monies actually appear in the bankers' pass books. This system, therefore, requires that at the end of each half-year the amount of the Company's revenue liabilities not discharged should be accurately ascertained and brought to the debit of the account. Large sums are thus charged and also credited, in anticipation of the actual payment or receipt of the monies, the details of which require and receive the careful attention of the auditors.

The charge for the stores, &c., consumed at Crewe and at the other large depôts, as also for the rails, &c., used by the permanent way department, is, however, always one month in arrear; the books, so far as materials are concerned, being closed one month earlier than the date of the printed half-yearly accounts. This is rendered needful in order that the adjustment of these voluminous details

may not delay the holding of the general meeting and the declaration of the dividend beyond the period fixed by Act of Parliament, but is amply compensated by the anticipation of the charge for the guaranteed dividends on the Lancaster and Carlisle, South Stafford, and Kendal and Windermere Railways; these dividends being paid up to the 31st January and the 31st July in each year, and being fully provided out of the earnings of the preceding half-years ending 31st December and 30th June. The large amount of interest payable on the debenture stock and bonds is also provided 15 days in advance, the date to which it accrues being so many days later than the expiry of the half-year in which the full amount is charged. Taken together these make very large figures, and have always been regarded by the auditors as more than sufficient to cover the above-named arrears of stores, and any other charges which (by accident or otherwise) may not have been fully brought against the half-year's revenue.

The capital account is very jealously watched, the disbursements being made almost entirely under the authority of estimates previously submitted to, and sanctioned by special resolutions of, the shareholders at the general meetings; each work, as voted, has a separate credit opened, against which the expenditure is charged monthly, until the whole operation is complete. This register is laid before the auditors, who inquire into any case where the outlay is materially in excess of the estimate sanctioned. Any capital money expended without having been thus previously voted is distinctly and separately shown in the half-yearly report, and nothing is allowed to be charged to capital which ought to devolve upon revenue; for when any doubt arises the debit is always carried to the latter account. As illustrating this principle the following instances are adduced:—

Since the year 1851 the whole charge for interest and dividends has been borne by the revenue account, without any regard being had to the amount of capital unproductively employed in new lines, &c., under construction, though this at times has been very considerable. The auditors have no hesitation in stating that during this period at least 500,000*l.* has been thus paid out of revenue.

No money raised by the sale or issue of shares at a premium is ever allowed to swell the amount of divisible profit, the capital expenditure being always reduced by such amounts; the sum now standing at the credit of capital under this head, arising out of the issue of the last 5 per cent. preference stock alone, being upwards of 240,000*l.*

The building of its own engines at Crewe has been very advantageous to the company. A comparison of the charge for the 256 added to the stock during the past four years with the prices which they would have cost if purchased shows a saving of capital outlay to the extent of at least 150,000*l.*; while the system which has so long prevailed of renewing, at the cost of revenue, the small original engines with more powerful machines, has also largely improved the company's property. During the last ten years 400 engines have thus been renewed, and an additional tractive power, equal, at the very least, to 100 engines, has been acquired without any charge to capital. In addition to the foregoing there are now 128 of the old engines, which though replaced by revenue, and standing on the books at their value as old materials only, are yet mostly at active work on the line, and represent a large additional value to the company's assets. The building and renewing of the carriage and waggon stocks have also been effected upon the same principle.

Additional tools and machinery to a considerable extent, also all the carts, horses, and other stock at work at the various stations on the line, have for many years past been supplied entirely at the cost of revenue.

The committee may have observed half-yearly charges against the revenue, under the head "Maintenance of Way," for additional works which might have been placed to the debit of capital. The original timber bridges have also been extensively renewed, during the last ten years, with structures of iron and stone or brick; and as no charge has ever been admitted to the capital account in this respect, sums large, but not easy to be estimated, have been defrayed by revenue. In the case of the Penmaenmawr Tunnel the old loose timber covering was last year replaced with a permanent roof of iron and stonework, at a cost of 9,438*l.* 15*s.* 11*d.*, and the St. Helen's Canal, recently taken over by the company, has been greatly improved, by means of an outlay of 24,600*l.* 6*s.* 5*d.* In neither instance was any charge made to capital.

In further elucidation the auditors would state that when largely increased traffic requirements compel the removal of original stations, and their replacement with more extensive premises, a liberal estimate is made of the cost of the buildings destroyed. This is defrayed out of revenue by instalments; the first being charged as soon as the working of the line receives the benefit of the improved accommodation. The most recent instance of this kind is that of the large sheds at Camden, towards the construction of which revenue has contributed 15,000*l.*, spread over the last three half-years.

With the exception of the "Renewal of Road Suspense Account," of very remote origin (regularly shown on the face of the half-yearly accounts), now reduced to 37,668*l.* 9*s.* 10*d.*, and in course of steady liquidation upon a scheme approved by the proprietors, there are no arrears of expenditure which can be brought hereafter against revenue. The heavy annual charge to revenue for parliamentary expenses is mainly due to the fact, that except when Acts are obtained authorizing the construction of branch lines no charge whatever is made to capital account. The long standing arrear of these expenses is at last, however, about cleared off, and care will be taken to prevent any future accumulations.

The insurance and depreciation funds present favourable results. The "Fire Insurance" account, after allowing for the late losses, will still show a balance of upwards of 30,000*l.* to the credit. The "Steam-boat Insurance and Depreciation Funds" amount to 130,000*l.*, and have been invested in the purchase of five steamers, now actively at work, and replacing two of the inferior original boats; while the other two original steamers have also been enlarged and improved at the cost of these funds: but over and above all this there is still in hand a free balance of 16,000*l.*

Many similar instances might be mentioned; but the auditors believe that they have now stated enough fully to demonstrate the system that prevails, and to convince the committee that complete reliance may be placed upon the truthfulness of the company's accounts.

The auditors avail themselves of this opportunity of announcing the resignation of Mr. J. E. Coleman, and the appointment in his stead of Messrs. Price, Holyland, and Waterhouse as the public accountants, to assist the auditors, in accordance with the resolution of the proprietors at the half-yearly meeting held 21st February 1851.

HENRY CROSFIELD,
R. W. HAND, } Auditors.

Appendix EG.

Examples, extracted from the Evidence, of actual Charges made for Goods between certain Places, showing also the Rates per Mile when the Terminals allowed by the Clearing House are eliminated.

(*a.*) In these cases an extra amount is added to the terminal for carting through London.
(*b.*) In these cases the terminal is not taken from the Clearing House rates, but is given specially by the railway authorities.

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
195	Bristol to Bury	* Timber and deals	18 4	1·13	2 0	15 4	0·94
125	„ Burton	„	12 0	1·15	3 0	9 0	0·86
94	„ Birmingham	„	10 0	1·28	3 0	7 0	0·89
136	„ Derby	„	11 4	1·00	3 0	8 4	0·74
105	„ Shrewsbury	„	12 6	1·43	3 0	9 6	1·09
50	Fleetwood to Bacup	„	12 0	2·88	3 0	9 0	2·16
46	„ Bury	„	8 4	2·17	3 0	5 4	1·39
50½	„ Manchester	„	8 0	1·90	3 0	5 0	1·19
20	„ Preston	„	3 4	2·00	3 0	0 4	0·20
52	„ Rochdale	„	11 0	2·52	3 0	8 0	1·85
103	Grimsby to Ashton-under-Lyne	„	12 6	1·46	3 0	9 6	1·11
80	„ Bradford	„	9 0	1·35	3 0	6 0	0·90
94	„ Derby	„	9 2	1·17	3 0	6 2	0·79
79	„ Dewsbury	„	9 0	1·37	3 0	6 0	0·91
61	„ Halifax	„	10 6	2·07	3 0	7 6	1·48
70	„ Leeds	„	7 6	1·29	3 0	4 6	0·77
110	„ Manchester	„	12 6	1·36	3 0	9 6	1·04
100	„ Rochdale	„	11 6	1·38	3 0	8 6	1·02
95	„ Todmorden	„	10 0	1·26	3 0	7 0	0·88
121	„ Stockport	„	12 6	1·24	3 0	9 6	0·94
158	Gloucester to Bury	„	16 0	1·22	3 0	13 0	0·99
87	„ Burton	„	7 0	0·97	3 0	4 0	0·55
56½	„ Birmingham	„	6 6	1·38	3 0	3 6	0·74
99	„ Derby	„	8 0	0·97	3 0	5 0	0·61
71	„ Shrewsbury	„	10 10	1·83	3 0	7 10	1·32
90	Hull to Ashton-under-Lyne	„	12 6	1·67	3 0	9 6	1·27
107½	„ Bacup	„	13 6	1·51	3 0	10 6	1·17
95	„ Bury	„	12 6	1·58	3 0	9 6	1·20
122	„ Burton	„	9 8	0·95	3 0	6 8	0·66
134	„ Birmingham	„	14 2	1·27	3 0	11 2	1·00
67	„ Bradford	„	9 0	1·61	3 0	6 0	1·07
111	„ Derby	„	9 2	1·00	3 0	6 2	0·67
64	„ Dewsbury	„	9 0	1·69	3 0	6 0	1·13
81	„ Halifax	„	9 0	1·33	3 0	6 0	0·89
56	„ Leeds	„	7 6	1·61	3 0	4 6	0·96
99	„ Manchester	„	12 6	1·52	3 0	9 6	1·15
89	„ Penistone	„	10 11	1·47	3 0	7 11	1·07
88	„ Rochdale	„	12 6	1·70	3 0	9 6	1·30
80	„ Saddleworth	„	12 6	1·87	3 0	9 6	1·42
70	„ Sheffield	„	7 0	1·20	3 0	4 0	0·69
141	„ Shrewsbury	„	16 6	1·40	3 0	13 6	1·15
110	„ Staleybridge	„	12 6	1·36	3 0	9 6	1·04
84	„ Todmorden	„	12 6	1·79	3 0	9 6	1·36
70	„ Huddersfield	„	9 2	1·57	3 0	6 2	1·06
140	„ Stoke	„	16 8	1·43	3 0	13 8	1·17
98	Hartlepool to Ashton-under-Lyne	„	12 6	1·53	3 0	9 6	1·16
130	„ Bacup	„	13 6	1·25	3 0	10 6	0·97
90½	„ Bury	„	12 6	1·66	3 0	9 6	1·26
154	„ Burton	„	10 10	0·84	3 0	7 10	0·61
180	„ Birmingham	„	14 2	0·94	3 0	11 2	0·74
75	„ Bradford	„	9 0	1·44	3 0	6 0	0·96
80	„ Dewsbury	„	9 0	1·35	3 0	6 0	0·90
67	„ Halifax	„	9 0	1·61	3 0	6 0	1·07
68	„ Leeds	„	7 6	1·32	3 0	4 6	0·79
103	„ Manchester	„	12 6	1·46	3 0	9 6	1·11
63	„ Penistone	„	16 0	3·05	3 0	13 0	2·48
138	„ Rochdale	„	12 6	1·09	3 0	9 6	0·82
86	„ Todmorden	„	10 0	1.38	3 0	7 0	0·98
40	Liverpool to Ashton-under-Lyne	„	10 0	3.00	3 0	7 0	2·10
54	„ Bacup	„	12 0	2·66	3 0	9 0	2·00
34½	„ Bury	„	8 4	2·90	3 0	5 4	1·86
90	„ Burton	„	15 0	2·00	3 0	12 0	1·60
90	„ Birmingham	„	13 6	1·80	3 0	10 6	1·40

* The rates for timber and deals are said by Mr. Cawkwell (11,677) to be from station to station, *i.e.*, not including collection or delivery.

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
70	Liverpool to Bradford	Timber and deals	10 0	1·71	3 0	7 0	1.20
92	,, Derby	,,	13 4	1·74	3 0	10 4	1.35
65½	,, Dewsbury	,,	12 6	2·29	3 0	9 6	1.74
61	,, Halifax	,,	9 0	1·77	3 0	6 0	1.18
79	,, Leeds	,,	10 0	1·52	3 0	7 0	1.06
31½	,, Manchester	,,	8 6	3·05	3 0	5 0	1.90
63½	,, Penistone	,,	16 0	3·02	3 0	13 0	2.30
32	,, Preston	,,	6 3	2·34	3 0	3 3	1.22
41½	,, Rochdale	,,	11 0	3·18	3 0	8 0	2.31
44	,, Saddleworth	,,	12 6	3·41	3 0	9 6	2.59
70	,, Sheffield	,,	11 0	1·89	3 0	8 0	1.37
56	,, Shrewsbury	,,	12 6	2·68	3 0	9 6	2.04
40	,, Staleybridge	,,	10 0	3·00	3 0	7 0	2.10
50	,, Todmorden	,,	13 0	3·12	3 0	10 0	2.40
58	,, Huddersfield	,,	12 4	2·55	3 0	9 4	1.93
38	,, Stockport	,,	10 0	3·16	3 0	7 0	2.21
59	,, Stoke	,,	10 0	2·04	3 0	7 0	1.42
75	Newport to Shrewsbury	,,	10 0	1·60	3 0	7 0	1.12
110	Sunderland to Ashton-under-Lyne	,,	12 6	1·36	3 0	9 6	1.04
145	,, Bacup	,,	13 6	1·12	3 0	10 6	0.87
148	,, Bury	,,	12 6	1·01	3 0	9 6	0.77
208	,, Birmingham	,,	14 2	0·82	3 0	11 2	0.64
161	,, Manchester	,,	12 6	0·93	3 0	9 6	0.71
70	Liverpool to Bradford	Chemicals	15 0	2·57	8 0	7 0	1.20
68	,, Halifax	,,	12 6	2·21	8 0	4 6	0.79
130	,, Hull	,,	15 0	1·38	8 0	7 0	0.65
74	,, Leeds	,,	15 0	2·43	8 0	7 0	1.14
71	,, Wakefield	,,	15 0	2·53	8 0	7 0	1.18
108	Newcastle-on-Tyne to Bradford	,,	15 0	1·67	8 0	7 0	0.78
114	,, Halifax	,,	15 0	1·57	8 0	7 0	0.74
131	,, Hull	,,	8 0	0·73	—	—	—
98	,, Leeds	,,	13 4	1·63	8 0	5 4	0·65
125	,, Wakefield	,,	13 4	1·28	8 0	5 4	0·51
94	Bristol to Birmingham	Sugar and sundries	12 1	1·54	8 0	4 1	0·52
124	,, Burton	,,	19 7	1·90	8 0	11 7	1·12
221	,, Bradford	,,	26 3	1·43	8 0	18 3	0·99
183	,, Blackburn	,,	27 1	1·78	8 0	19 1	1·25
110	,, Dudley	,,	15 10	1·73	8 0	7 10	0·86
196	,, Leeds	,,	24 2	1·48	8 0	16 2	0·99
178	,, Manchester	,,	22 1	1·50	8 0	14 1	0·95
200	,, Preston	,,	22 1	1·32	8 0	14 1	0·85
180	,, Sheffield	,,	17 6	1·17	8 0	9 6	0·63
108	,, Stafford	,,	22 1	2·45	8 0	14 1	1·56
110	,, Stourbridge	,,	15 0	1·64	8 0	7 0	0·76
66	,, Worcester	,,	10 0	1·82	8 0	2 0	0·36
92	,, Wolverhampton	,,	17 1	2·23	8 0	9 1	1·18
41½	Goole to Bradford	,,	10 0	2·90	8 0	2 0	0·58
40	,, Leeds	,,	7 6	2·25	—	—	—
55	,, Sheffield	,,	10 0	2·18	8 0	2 0	0·44
200	Greenock to Blackburn	,,	20 0	1·20	8 0	12 0	0·72
285	,, Dudley	,,	25 0	1·05	8 0	17 0	0·72
216	,, Leeds	,,	25 0	1·39	8 0	17 0	0·94
195	,, Preston	,,	18 4	1·13	8 0	10 4	0·64
247	,, Sheffield	,,	27 6	1·34	8 0	19 6	0·95
269	,, Stafford	,,	25 0	1·11	8 0	17 0	0·76
300	,, Stourbridge	,,	30 0	1·20	8 0	22 0	0·88
300	Glasgow to Birmingham	,,	25 0	1·00	8 0	17 0	0·68
207	,, Bradford	,,	25 0	1·45	8 0	17 0	0·99
286	,, Dudley	,,	25 0	1·05	8 0	17 0	0·71
225	,, Manchester	,,	16 8	0·89	8 0	8 8	0·46
195	,, Preston	,,	18 4	1·13	8 0	10 4	0·64
294	,, Sheffield	,,	27 6	1·12	8 0	19 6	0·80
300	,, Worcester	,,	30 0	1·20	8 0	22 0	0·88
286	,, Wolverhampton	,,	25 0	1·05	8 0	17 0	0.71
70	Hull to Bradford	,,	15 0	2·57	8 0	7 0	1·20
105	,, Blackburn	,,	25 0	2·86	8 0	18 0	2·06
54	,, Leeds	,,	14 2	3·15	8 0	6 2	1·37
76	,, Sheffield	,,	13 4	2·11	8 0	5 4	0·84
97	Liverpool to Birmingham	,,	16 8	2·06	8 0	8 8	1·07
90	,, Burton	,,	19 2	2·56	8 0	11 2	1·49
73½	,, Bradford	,,	17 6	2·86	8 0	9 6	1·55
41	,, Blackburn	,,	11 10½	3·48	8 0	3 10½	1·13
97	,, Dudley	,,	15 10	1·96	8 0	7 10	0·97
65	,, Dewsbury	,,	18 4	3·38	8 0	10 4	1·91
77	,, Leeds	,,	20 0	3·12	8 0	12 0	1·87
31	,, Manchester	,,	9 0	3·48	8 0	1 0	0·39
32	,, Preston	,,	8 9	3·28	8 0	0 9	0·28
73	,, Sheffield	,,	20 0	3·29	8 0	12 0	1·97
69	,, Stafford	,,	14 2	2·47	8 0	6 2	1·07
97	,, Stourbridge	,,	16 8	2·06	8 0	8 8	1·07
100	,, Worcester	,,	16 8	2·00	8 0	8 8	1·04
85	,, Wolverhampton	,,	14 2	2·00	8 0	6 2	0·87

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s.* *d.*	*d.*	*s.* *d.*	*s.* *d.*	*d.*
125	London to Burton -	Sugar and sundries	23 4	2·24	12 6	10 10	1·04
208	„ Bradford -	„	23 4	1·34	12 6	10 10	0·63
240	„ Blackburn -	„	25 0	1·25	12 6	12 6	0·62
186	„ Leeds -	„	22 6	1·45	12 6	10 0	0·65
211	„ Preston -	„	27 6	1·56	12 6	15 0	0·85
164	„ Sheffield -	„	17 6	1·28	12 6	5 0	0·37
134	„ Stafford -	„	25 0	2·24	12 6	12 6	1·12
140	„ Stourbridge -	„	25 0	2·14	12 6	12 6	1·07
50	Fleetwood to Manchester -	Corn	7 4	1·76	3 0	4 4	1·04
32	Liverpool to „ -	„	8 4	3·12	3 0	5 4	2·00
111	London to Birmingham -	„	11 4	1·23	3 0 (*b*)	8 4	0·90
98	Liverpool to „ -	„	12 6	1·53	3 0	9 6	1·17
90	Bristol to „ -	„	8 10	1·18	3 0	5 10	0·77
109	Cardiff to „ -	„	9 6	1·05	3 0	6 6	0·71
53	Gloucester to „ -	„	5 6	1·25	3 0	2 6	0·56
99	„ Derby -	„	7 6	0·91	3 0	4 6	0·55
92	Liverpool to „ -	„	15 0	1·95	3 0	12 0	1·57
87	„ Burton -	„	15 0	2·07	3 0	12 0	1·65
88	Gloucester to „ -	„	7 1	0·97	3 0	4 1	0·56
40	Liverpool to Todmorden -	„	9 10	2·95	3 0	6 10	2·05
31	Boston to Lincoln -	Grain	5 0	1·94	3 0	2 0	0·77
87	Nottingham to „ -	„	4 9	0·65	3 0	1 9	0·24
35	Hubert's Bridge to „ -	„	6 0	2·06	3 0	3 0	1·03
37	Swineshead to „ -	„	6 0	1·95	3 0	3 0	0·97
43	Heckington to „ -	„	5 0	1·40	3 0	2 0	0·56
46	Sleaford to „ -	„	5 0	1·30	3 0	2 0	0·52
51	Ancaster to „ -	„	6 8	1·57	3 0	3 8	0·86
73	Bourn to „ -	„	10 0	1·64	3 0	7 0	1·15
62	Peterborough to „ -	„	10 0	1·94	3 0	7 0	1·32
162	Birmingham to „ -	„	11 0	0·82	3 0	8 0	0·59
98	Higham Ferrers to „ -	„	17 6	2·26	3 0	14 6	1·87
76	Oundle to „ -	„	15 0	2·37	3 0	12 0	1·89
82	Thrapston to „ -	„	15 0	2·19	3 0	12 0	1·75
138	London to „ -	„	11 8	1·01	3 0	8 8	0·75
99	Cambridge to „ -	„	15 0	1·82	3 0	12 0	1·46
81	Huntingdon to „ -	„	11 8	1·73	3 0	8 8	1·28
100	Lynn to „ -	„	12 6	1·50	3 0	9 6	1·14
145	Norwich to „ -	„	17 6	1·45	3 0	14 6	1·20
149	Wells to „ -	„	17 6	1·41	3 0	14 6	1·17
163	Sunderland to „ -	„	8 4	0·61	3 0	5 4	0·39
142	Hartlepool to „ -	„	8 4	0·70	3 0	5 4	0·45
184	Newcastle to „ -	„	8 4	0·54	3 0	5 4	0·35
126	London to Nottingham	Sugar	21 8	2·06	12 6	9 2	0·87
165	„ Sheffield -	„	17 6	1·27	12 6	5 0	0·36
184	„ Selby -	„	20 0	1·30	12 6	7 6	0·49
126	Nottingham to London -	„	40 0	3·81	12 6	27 6	2·62
165	Sheffield to „ -	„	35 0	2·54	12 6	22 6	1·64
288	Wolverhampton to Glasgow -	Bar iron	20 0	0·83	3 0	17 0	0·71
220	„ Newcastle-on-Tyne	„	15 0	0·82	3 0	12 0	0·65
200	„ Hartlepool -	„	15 0	0·90	3 0	12 0	0·72
200	„ „ -	„	17 6	1·05	4 0 (*b*)	13 6	0·81
200	„ „ -	„	15 0	0·90	4 0 (*b*)	11 0	0·66
180	„ Middlesboro'	„	11 8	0·78	2 6 (*b*)	9 2	0·61
170	„ Swansea -	„	9 2	0·65	4 0 (*b*)	5 2	0·37
152	„ Southampton	„	19 2	1·51	3 0	16 2	1·28
157	„ Hull -	„	15 2	1·16	4 0 (*b*)	11 2	0·85
126	„ London -	„	17 6	1·67	12 6	5 0	0·48
126	„ Cardiff -	„	9 2	0·87	3 0	6 2	0·59
125	„ Leeds -	„	12 6	1·20	3 0	9 6	0·91
107	„ Bristol -	„	10 0	1·12	4 0 (*b*)	6 0	0·67
107	„ Sheffield -	„	13 9	1·54	3 0	10 9	1·21
84	„ Liverpool -	„	10 0	1·43	4 0 (*b*)	6 0	0·85
71	„ Manchester -	„	10 0	1·69	3 0	7 0	1·18
70	„ Gloucester -	„	5 6	0·94	3 0	2 6	0·43
61½	„ Chester -	„	10 0	1·95	4 0 (*b*)	6 0	1·15
50	„ Derby -	„	7 6	1·80	4 0 (*b*)	3 6	0·84
32	„ Stoke-on-Trent -	„	6 8	2·50	3 0	3 8	1·38
18	„ Wellington -	„	5 0	3·33	3 0	2 0	1·33
13	„ Birmingham	„	4 2	3·85	3 0	1 2	1·09
288	„ Glasgow	Pig iron	20 0	0·83	3 0	17 0	0·71
220	„ Newcastle-on-Tyne -	„	12 6	0·68	3 0	9 6	0·52
200	„ Hartlepool -	„	12 1	0·72	3 0	9 1	0·55
200	„ „ -	„	15 0	0·90	3 0	12 0	0·72
180	„ Middlesboro'	„	11 8	0·78	3 0	8 8	0·58
170	„ Swansea -	„	9 2	0·65	3 0	6 2	0·44
152	„ Southampton	„	19 2	1·51	3 0	16 2	1·28
157	„ Hull -	„	11 6	0·88	4 0 (*b*)	7 6	0·57
126	„ London -	„	15 0	1·43	12 6	2 6	0·24
126	„ Cardiff -	„	8 4	0·79	3 0	5 4	0·51
125	„ Leeds -	„	9 2	0·88	3 0	6 2	0·59
107	„ Bristol -	„	9 5	1·06	3 0	6 5	0·72

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.	Wolverhampton to Sheffield	Pig iron	*s.* *d.*	*d.*	*s.* *d.*	*s.* *d.*	*d.*
107	" "	"	7 8	0·86	3 0	4 8	0·52
107	" Liverpool	"	8 3	0·93	3 0	5 3	0·59
84	" Manchester	"	9 0	1·29	4 0 (*b*)	5 0	0·71
71	" Gloucester	"	9 0	1·52	3 0	6 0	1·62
70	" Chester	"	5 6	0·94	3 0	2 6	0·43
61½	" Derby	"	9 0	1·76	3 0	6 0	1·17
50	" Stoke-on-Trent	"	4 6	1·08	3 0	1 6	0·36
32	" Wellington	"	5 0	1·88	3 0	2 0	0·75
18	" Birmingham	"	3 0	2·00	1 6 (*b*)	1 6	1·00
13	" London	"	2 10	2·61	1 6 (*b*)	1 4	1·23
128	" Liverpool	Hardware	30 0	2·93	12 6	17 6	1·71
84	" Fleetwood	"	15 10	2·26	8 0	7 10	1·12
115	" Glasgow	"	15 10	1·65	8 0	7 10	0·82
290	" Aberdeen	"	35 0	1·45	8 0	27 0	1·12
427	" Liverpool	"	45 0	1·26	8 0	37 0	1·04
201	London to Glasgow	"	30 0	1·79	12 6	17 6	1·05
413	" Aberdeen	"	45 0	1·31	12 6	32 6	0·94
550	" Bristol	"	40 0	0·87	12 6	27 6	0·60
118	" Hull	"	27 6	1·78	12 6	15 0	1·53
157	Wolverhampton to London	"	22 6	1·71	8 0	14 6	1·11
87	Sheffield to Wolverhampton	"	25 0	3·45	8 0	17 0	2·34
166	" London	"	22 6	1·63	12 6	10 0	0·72
107	Wolverhampton to Bristol	Nails	17 1	1·92	8 0	9 1	1·02
94	Birmingham to "	"	12 1	1·54	8 0	4 1	0·52
123	Wolverhampton to London	"	25 0	2·44	12 6	12 6	1·22
290	" Glasgow	"	30 0	1·24	8 0	22 0	0·91
150	Potteries to London	Earthenware	30 0	2·40	12 6	17 6	1·40
275	Newcastle-on-Tyne to "	"	23 4	1·02	12 6	10 10	0·47
170	Yorkshire to "	"	20 0	1·41	12 6	7 6	0·53
12	Stoke to Congleton	Encaustic tiles	7 6	7·50	5 6 (*b*)	2 0	2·00
14	" Weston	"	7 6	6·42	5 6 (*b*)	2 0	1·71
15	" Crewe	"	8 4	6·67	8 0	0 4	0·27
30	" Burton	"	12 6	5·00	8 0	4 6	1·80
20	" Macclesfield	"	8 4	5·00	8 0	0 4	0·20
24	" Leek	"	10 0	5·00	8 0	2 0	1·00
23	" Rugeley	"	12 6	6·52	8 0	4 6	2·35
37	" Chester	"	12 6	4·05	8 0	4 6	1·46
37	" Derby	"	12 6	4·05	8 0	4 6	1·46
38	" Manchester	"	10 0	3·16	8 0	2 0	0·63
48	" Nottingham	"	15 0	3·75	8 0	7 0	1·75
46	" Birmingham	"	12 6	3·26	8 0	4 6	1·17
146	" London	"	25 0	2·05	12 6	12 6	1·03
140	" Bristol	"	22 1	1·89	8 0	14 1	1·21
146	" Hull	"	20 0	1·64	8 0	12 0	0·99
245	" Glasgow	"	35 0	1·71	8 0	27 0	1·32
71	Bristol to Abingdon	Timber	12 0	2·03	3 0	9 0	1·52
98	" Banbury	"	10 0	1·22	3 0	7 0	0·86
101	" Bescott	"	10 0	1·19	3 0	7 0	0·83
151	" Bilston	"	10 0	0·79	3 0	7 0	0·56
44	" Bruton	"	10 0	2·73	3 0	7 0	1·91
24	" Chippenham	"	5 0	2·50	3 0	2 0	1·00
59	" Cirencester	"	8 4	1·69	3 0	5 4	1·08
33	" Devizes	"	6 8	2·42	3 0	3 8	1·33
65	" Didcot	"	10 10	2·00	3 0	7 10	1·45
92	" Dudley	"	10 0	1·30	3 0	7 0	0·91
33	" Frome	"	8 4	3·03	3 0	5 4	1·94
102	" Great Bridge	"	10 0	1·18	3 0	7 0	0·82
92	" Henley-on-Thames	"	13 4	1·74	3 0	10 4	1·35
108	" Hungerford	"	12 6	1·39	3 0	9 6	1·06
94	" Maidenhead	"	13 4	1·70	3 0	10 4	1·32
99	" Newbury	"	12 6	1·51	3 0	9 6	1·15
75	" Oxford	"	10 0	1·60	3 0	7 0	1·12
77	" Pangbourne	"	10 10	1·69	3 0	7 10	1·22
82	" Reading	"	10 10	1·59	3 0	7 10	1·15
68	" Romsey	"	10 5	1·84	3 0	7 5	1·31
62	" Steventon	"	8 4	1·61	3 0	5 4	1·03
55	" Tetbury	"	8 4	1·82	3 0	5 4	1·16
58	" Wantage	"	8 4	1·73	3 0	5 4	1·10
33	" Warminster	"	6 8	2·42	3 0	3 8	1·33
120	" Warwick	"	12 6	1·25	3 0	9 6	0·95
149	" Wednesbury	"	10 0	0·81	3 0	7 0	0·56
28	" Westbury	"	6 8	2·86	3 0	3 8	1·57
87	" Weymouth	"	12 6	1·72	3 0	9 6	1·31
50	" Wilton	"	8 4	2·00	3 0	5 4	1·28
99	" Woburn	"	13 4	1·62	3 0	10 4	1·25
98	" Wolverhampton	"	10 0	1·22	3 0	7 0	0·86
104	" Wycombe	"	13 4	1·54	3 0	10 4	1·19
42	" Wyley	"	7 6	2·14	3 0	4 6	1·29

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
59	Bristol to Yeovil -	Timber	8 0	1·63	3 0	5 0	1·02
93	Gloucester to Banbury -	,,	10 6	1·35	3 0	7 6	0·97
94	,, Bescott -	,,	7 0	0·92	3 0	4 0	0·51
146	,, Bilston -	,,	7 2	0·59	3 0	4 2	0·34
85	,, Bruton -	,,	11 8	1·65	3 0	8 8	1·22
53	,, Chippenham -	,,	8 4	1·89	3 0	5 4	1·21
27	,, Cirencester -	,,	4 2	1·85	3 0	1 2	0·52
70	,, Devizes -	,,	8 4	1·43	3 0	5 4	0·91
60	,, Didcot -	,,	10 0	2·00	3 0	7 0	1·40
55	,, Dudley -	,,	6 0	1·31	3 0	3 0	0·65
75	,, Frome -	,,	9 2	1·47	3 0	6 2	0·99
65	,, Great Bridge	,,	7 0	1·29	3 0	4 0	0·74
87	,, Henley-on-Thames -	,,	11 2	1·54	3 0	8 2	1·13
103	,, Hungerford -	,,	13 6	1·57	3 0	10 6	1·22
95	,, Newbury -	,,	12 6	1·58	3 0	9 6	1·20
71	,, Oxford -	,,	12 6	2·11	3 0	9 6	1·61
78	,, Reading -	,,	10 10	1·67	3 0	7 10	1·21
57	,, Steventon -	,,	8 4	1·75	3 0	5 4	1·12
22	,, Tetbury -	,,	5 0	2·73	3 0	2 0	1·09
53	,, Wantage -	,,	8 4	1·89	3 0	5 4	1·21
74	,, Warminster -	,,	8 4	1·35	3 0	5 4	0·86
115	,, Warwick -	,,	9 0	0·94	3 0	6 0	0·63
146	,, Wednesbury -	,,	7 0	0·58	3 0	4 0	0·33
49	,, Westbury -	,,	8 4	2·04	3 0	5 4	1·31
158	,, Weymouth -	,,	12 6	0·95	3 0	9 6	0·72
91	,, Wilton -	,,	13 8	1·80	3 0	10 8	1·41
95	,, Woburn -	,,	13 4	1·69	3 0	10 4	1·31
149	,, Wolverhampton -	,,	7 0	0·56	3 0	4 0	0·32
99	,, Wycombe -	,,	13 4	1·62	3 0	10 4	1·25
84	,, Wyley -	,,	10 0	1·43	3 0	7 0	1·00
100	,, Yeovil -	,,	13 4	1·60	3 0	10 4	1·24
111	Newport to Abingdon -	,,	9 1	0·98	3 0	6 1	0·66
137	,, Banbury -	,,	12 6	1·09	3 0	9 6	0·83
108	,, Bescott -	,,	8 4	0·93	3 0	5 4	0·59
190	,, Bilston -	,,	8 4	0·53	3 0	5 4	0·34
129	,, Bruton -	,,	15 5	1·43	3 0	12 5	1·16
97	,, Chippenham -	,,	8 0	0·99	3 0	5 0	0·62
71	,, Cirencester -	,,	8 4	1·41	3 0	5 4	0·90
115	,, Devizes -	,,	12 1	1·26	3 0	9 1	0·95
104	,, Didcot -	,,	8 10	1·02	3 0	5 10	0·67
99	,, Dudley -	,,	8 4	1·01	3 0	5 4	0·65
119	,, Frome -	,,	10 1	1·02	3 0	7 1	0·71
109	,, Great Bridge	,,	8 4	0·92	3 0	5 4	0·59
147	,, Hungerford -	,,	12 5	1·01	3 0	9 5	0·77
134	,, Maidenhead -	,,	11 5	1·02	3 0	8 5	0·75
139	,, Newbury -	,,	11 9	1·01	3 0	8 9	0·75
125	,, Oxford -	,,	9 6	0·91	3 0	6 6	0·62
116	,, Pangbourne -	,,	9 10	1·02	3 0	6 10	0·71
122	,, Reading -	,,	10 4	1·02	3 0	7 4	0·72
101	,, Steventon -	,,	8 7	1·02	3 0	5 7	0·66
66	,, Tetbury -	,,	8 4	1·51	3 0	5 4	0·97
97	,, Wantage -	,,	8 5	1·04	3 0	5 5	0·67
118	,, Warminster -	,,	8 5	0·86	3 0	5 5	0·55
159	,, Warwick -	,,	13 4	1·00	3 0	10 4	0·78
190	,, Wednesbury -	,,	8 4	0·53	3 0	5 4	0·34
172	,, Weymouth -	,,	14 7	1·02	3 0	11 7	0·81
135	,, Wilton -	,,	11 5	1·01	3 0	8 5	0·66
139	,, Woburn -	,,	12 11	1·12	3 0	9 11	0·86
193	,, Wolverhampton - -	,,	8 4	0·52	3 0	5 4	0·33
143	,, Wycombe -	,,	12 11	1·09	3 0	9 11	0·83
138	,, Wyley - -	,,	10 9	0·94	3 0	7 9	0·67
144	,, Yeovil - -	,,	12 3	1·02	3 0	9 3	0·77
32	Liverpool to Manchester -	Grain	8 4	3·12	3 0	5 4	2·09
34	,, Bury - -	,,	8 4	2·94	3 0	5 4	1·88
28	,, Bolton -	,,	8 4	3·57	3 0	5 4	2·29
28	,, Preston -	,,	6 3	2·68	3 0	3 3	1·39
41	,, Rochdale -	,,	8 10	2·59	3 0	5 10	1·71
40	,, Todmorden -	,,	9 10	2·95	3 0	6 10	2·05
71	,, Wakefield -	,,	11 8	1·97	3 0	8 8	1·46
95	,, Derby - -	,,	15 0	1·89	3 0	12 0	1·52
74	,, Sheffield -	,,	12 6	2·03	3 0	9 6	1·54
74	,, ,, -	,,	15 0	2·43	3 0	12 0	1·95
74	,, Leeds - -	,,	11 8	1·89	3 0	8 8	1·41
98	,, Birmingham	,,	12 6	1·53	3 0	9 6	1·16
82	Hull to Manchester -	,,	12 6	1·83	3 0	9 6	1·39
54	,, Leeds - -	,,	6 8	1·48	3 0	3 8	0·81
50	,, Wakefield -	,,	6 8	1·60	3 0	3 8	0·88
27	Goole to ,, -	,,	5 10	2·59	3 0	2 10	1·26
37	,, Leeds - -	,,	5 5	1·76	3 0	2 5	0·78
64	,, Rochdale -	,,	8 10	1·66	3 0	5 10	1·09
55	,, Tomorden -	,,	8 11	1·95	3 0	5 11	1·29
74	,, Manchester -	,,	11 3	1·82	3 0	8 3	1·34
68	Morecambe to Leeds - -	,,	11 8	2·06	3 0	8 8	1·53
56	,, Manchester -	,,	8 4	1·79	3 0	5 4	1 14

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
50	Fleetwood to Manchester -	Grain	7 4	1·76	3 0	4 4	1·04
40	„ Bolton - -	„	8 4	2·50	3 0	5 4	1·60
80	„ Leeds - -	„	11 8	1·75	3 0	8 8	1·30
113	West Hartlepool to Manchester -	„	12 6	1·33	3 0	9 6	1·01
72	„ Leeds - -	„	6 8	1·11	3 0	3 8	0·61
187	„ Birmingham	„	13 4	0·86	3 0	10 4	0·66
90	Bristol to „	„	8 10	1·18	3 0	5 10	0·78
53	Gloucester to Birmingham-	„	5 6	1·25	3 0	2 6	0·57
109	Cardiff to „ -	„	9 6	1·05	3 0	6 6	0·72
111	London to „ -	„	13 10	1·50	5 6 (*b*)	8 4	0·90
187	„ Manchester -	„	18 4	1·17	3 0	15 4	0·98
111	Grimsby to „ -	„	12 6	1·36	3 0	9 6	1·04
135	„ Birmingham -	„	13 4	1·15	3 0	10 4	0·92
135	Hull to „ -	„	13 4	1·15	3 0	10 4	0·92
54	Liverpool to Bacup -	Timber and deals	12 0	2·67	3 0	9 0	2·00
90	„ Birmingham-	„	13 6	1·80	3 0	10 6	1·40
34½	„ Bury -	„	8 4	2·90	3 0	5 4	1·86
90	„ Burton-on-Trent -	„	15 0	2·00	3 0	12 0	1·60
92	„ Derby -	„	13 4	1·74	3 0	10 4	1·35
31½	„ Manchester -	„	8 0	3·05	3 0	5 0	1·90
63½	„ Penistone -	„	16 0	3·02	3 0	13 0	2·45
41½	„ Rochdale -	„	11 0	3·18	3 0	8 0	2·31
44	„ Saddleworth -	„	12 6	3·41	3 0	9 6	2·59
70	„ Sheffield -	„	11 0	1·89	3 0	8 0	1·37
56	„ Shrewsbury -	„	12 6	2·68	3 0	9 6	2·04
40	„ Staleybridge -	„	10 0	3·00	3 0	7 0	2·10
50	„ Todmorden -	„	13 0	3·12	3 0	10 0	2·40
50	Fleetwood to Bacup -	„	12 0	2·88	3 0	9 0	2·16
46	„ Bury -	„	8 4	2·17	3 0	5 4	1·39
50½	„ Manchester -	„	8 0	1·90	3 0	5 0	1·19
52	„ Rochdale -	„	11 0	2·54	3 0	8 0	1·85
107½	Hull to Bacup -	„	13 6	1·51	3 0	10 6	1·17
134	„ Birmingham -	„	14 2	1·27	3 0	11 2	1·00
95	„ Bury -	„	12 6	1·58	3 0	9 6	1·20
122	„ Burton-on-Trent -	„	9 8	0·95	3 0	6 8	0·66
111	„ Derby -	„	9 2	0·99	3 0	6 2	0·67
99	„ Manchester -	„	12 6	1·51	3 0	9 6	1·15
89	„ Penistone -	„	10 10	1·46	3 0	7 10	1·06
88	„ Rochdale -	„	12 6	1·70	3 0	9 6	1·30
80	„ Saddleworth -	„	12 6	1·88	3 0	9 6	1·43
70	„ Sheffield -	„	7 0	1·20	3 0	4 0	0·69
141	„ Shrewsbury -	„	16 6	1·40	3 0	13 6	1·13
110	„ Staleybridge -	„	12 6	1·36	3 0	9 6	1·04
84	„ Todmorden -	„	12 6	1·79	3 0	9 6	1·36
130	Hartlepool to Bacup -	„	13 6	1·25	3 0	10 6	0·97
180	„ Birmingham -	„	14 2	0·94	3 0	11 2	0·74
90½	„ Bury -	„	12 6	1·66	3 0	9 6	1·26
154	„ Burton-on-Trent -	„	10 10	0·84	3 0	7 10	0·61
103	„ Manchester -	„	12 6	1·46	3 0	9 6	1·11
138	„ Rochdale -	„	12 6	1·09	3 0	9 6	0·83
94	Bristol to Birmingham -	„	10 0	1·28	3 0	7 0	0·89
195	„ Bury -	„	18 4	1·13	3 0	15 4	0·94
125	„ Burton-on-Trent -	„	12 0	1·15	3 0	9 0	0·86
136	„ Derby -	„	11 4	1·00	3 0	8 4	0·74
105	„ Shrewsbury -	„	12 6	1·43	3 0	9 6	1·09
56½	Gloucester to Birmingham -	„	6 6	1·38	3 0	3 6	0·74
158	„ Bury -	„	16 0	1·22	3 0	13 0	0·99
87	„ Burton-on-Trent -	„	7 0	0·97	3 0	4 0	0·55
99	„ Derby -	„	8 0	0·97	3 0	5 0	0·61
71	„ Shrewsbury -	„	10 10	1·83	3 0	7 10	1·32
145	Sunderland to Bacup -	„	13 6	1·12	3 0	10 6	0·87
208	„ Birmingham -	„	14 2	0·82	3 0	11 2	0·65
148	„ Bury -	„	12 6	1·01	3 0	9 6	0·77
94	Grimsby to Derby -	„	9 2	1·17	3 0	6 2	0·79
110	„ Manchester -	„	12 6	1·36	3 0	9 6	1·04
18	Blackburn to Rochdale -	Machinery	12 6	8·33	3 0	9 6	6·33
18	„ Manchester -	„	9 2	6·11	3 0	6 2	4·11
24	„ Oldham -	„	10 0	5·00	3 0	7 0	3·50
15	Haslingden to Rochdale -	„	10 0	8·00	3 0	7 0	5·60
18	„ Manchester -	„	6 4	4·22	3 0	3 4	2·22
21	„ Oldham -	„	8 4	4·76	3 0	5 4	3·05
33	Halifax to Manchester -	„	14 0	5·09	3 0	11 0	4·00
29	„ Oldham -	„	14 0	5·79	3 0	11 0	4·55
23	„ Rochdale -	„	16 0	8·35	3 0	13 0	6·78
33	Derby to Newark -	Lead, sheet and pipe	10 0	3·61	3 0	7 0	2·54
75	Birmingham to „	„	18 4	2·93	3 0	15 4	2·45
93	„ Manton -	„	17 6	2·26	3 0	14 6	1·87
51	Derby to „	„	20 0	4·71	3 0	17 0	4·00
127	London to Derby - -	Sugar and other first class goods -	23 4	2·20	12 6	10 10	1·02
162	„ Sheffield -	„	17 6	1·30	12 6	5 0	0·37

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
150	London to Chesterfield -	Sugar and other first class goods -	20 0	1·60	12 6	7 6	0·60
192	„ Leeds - -	„	21 8	1·36	12 6	9 2	0·57
136	Bristol to Derby - -	„	20 10	1·84	8 0	12 10	1·13
127	Derby to London -	Silk	60 0	5·67	12 6	47 6	4·49
69	„ Manchester -	„	50 0	8·69	8 0	42 0	7·30
275	„ Glasgow -	„	100 0	4·86	8 0	92 0	4·01
47	„ Coventry -	„	35 0	8·94	8 0	27 0	6·89
128	Melton to Liverpool -	Corn	13 8	1·28	3 0	10 8	1·00
165	Peterborough to „	„	14 2	1·03	3 0	11 2	0·80
141	Lincoln to „	„	15 0	1·28	3 0	12 0	1·02
125	Newark to „	„	13 4	1·28	3 0	10 4	0·99
147	Stamford to „	„	14 2	1·16	3 0	11 2	0·91
131	Grantham to „	„	13 4	1·22	3 0	10 4	0·95
108	Nottingham to „	„	12 6	1·39	3 0	9 6	1·06
92	Derby to „	„	15 0	1·96	3 0	12 0	1·57
85	Nottingham to Manchester -	„	12 6	1·76	3 0	9 6	1·34
69	Derby to „	„	15 0	2·61	3 0	12 0	2·09
121	Lynn to Burton -	„	10 0	0·99	3 0	7 0	0·69
125½	„ Newark -	„	10 0	0·96	3 0	7 0	0·67
110½	„ Derby - -	„	13 4	1·45	3 0	10 4	1·12
184½	„ Leeds - -	„	10 0	0·65	3 0	7 0	0·46
136	Swaffham to Burton -	„	15 6	1·37	3 0	12 6	1·10
140½	„ Newark -	„	12 6	1·07	3 0	9 6	0·81
125½	„ Derby - -	„	15 10	1·51	3 0	12 10	1·23
199½	„ Leeds - -	„	13 4	0·80	3 0	10 4	0·62
168	Dereham to Burton -	„	15 10	1·13	3 0	12 10	0·92
172½	„ Newark -	„	13 4	0·93	3 0	10 4	0·72
157½	„ Derby - -	„	16 8	1·27	3 0	13 8	1·04
231½	„ Leeds - -	„	15 0	0·78	3 0	12 0	0·62
180¼	Fakenham to Burton -	„	15 10	1·05	3 0	12 10	0·85
184¾	„ Newark -	„	15 0	0·98	3 0	12 0	0·78
169¾	„ Derby - -	„	17 6	1·24	3 0	14 6	1·03
243¾	„ Leeds - -	„	15 0	0·74	3 0	12 0	0·59
132	Snettisham to Burton -	„	15 10	1·44	3 0	12 10	1·17
136½	„ Newark -	„	13 4	1·17	3 0	10 4	0·91
121½	„ Derby -	„	16 8	1·65	3 0	13 8	1·35
195½	„ Leeds -	„	15 0	0·92	3 0	12 0	0·74
129½	Narborough to Burton -	„	15 10	1·47	3 0	12 10	1·19
134	„ Newark -	„	11 8	1·05	3 0	8 8	0·78
119	„ Derby -	„	15 0	1·51	3 0	12 0	1·21
193	„ Leeds -	„	12 6	0·78	3 0	9 6	0·59
189¾	Wells to Burton -	„	15 10	1·00	3 0	12 10	0·81
194½	„ Newark -	„	12 6	0·77	3 0	9 6	0·58
179½	„ Derby -	„	15 10	1·06	3 0	12 10	0·86
253¼	„ Leeds -	„	15 0	0·71	3 0	12 0	0·57
129	Bromsgrove to London -	Salt	9 0	0·83	3 0	6 0	0·56
165½	Winsford to „ -	„	9 6	0·69	3 0	6 6	0·47
460	Burton-on-Trent to Aberdeen -	Ale	32 6	0·85	8 0	24 6	0·64
444	„ Stonehaven -	„	35 0	0·95	8 0	27 0	0·73
424	„ Montrose -	„	35 0	0·99	8 0	27 0	0·76
402	„ Forfar -	„	35 0	1·04	8 0	27 0	0·80
391	„ Blairgowrie -	„	35 0	1·08	8 0	27 0	0·83
325	„ Ardrossan -	„	30 0	1·11	8 0	22 0	0·81
324	„ Ayr -	„	30 0	1·11	8 0	22 0	0·81
320	„ Troon Harbour -	„	30 0	1·12	8 0	22 0	0·82
309	„ Kilmarnock -	„	30 0	1·16	8 0	22 0	0·85
277	„ Sanquhar -	„	30 0	1·30	8 0	22 0	0·95
391	„ Dundee -	„	32 6	1·00	8 0	24 6	0·75
370	„ Perth -	„	35 0	1·14	8 0	27 0	0·88
337	„ Stirling -	„	35 0	1·25	8 0	27 0	0·96
323	„ Glasgow -	„	23 4	0·87	3 0	20 4	0·75
319	„ Edinburgh -	„	30 0	1·13	8 0	22 0	0·83
313	„ Coatbridge -	„	30 0	1·15	8 0	22 0	0·84
304	„ Wishaw -	„	30 0	1·18	8 0	22 0	0·87
297	„ Lanark -	„	30 0	1·21	8 0	22 0	0·89
258	„ Beattock -	„	30 0	1·39	8 0	22 0	1·02
244	„ Lockerbie -	„	30 0	1·48	8 0	22 0	1·08
238	„ Ecclefechan -	„	30 0	1·51	8 0	22 0	1·11
274	„ Weymouth -	„	30 0	1·31	10 6 (*a*)	19 6	0·85
267	„ Dorchester -	„	30 0	1·35	10 6 (*a*)	19 6	0·88
209	„ Gosport -	„	26 8	1·53	10 6 (*a*)	16 2	0·93
201	„ Portsmouth -	„	26 8	1·59	10 6 (*a*)	16 2	0·96
194	„ Winchester -	„	26 8	1·65	10 6 (*a*)	16 2	1·00
241	„ Christ Church	„	31 8	1·58	10 6 (*a*)	21 2	1·05
228	„ Semley -	„	31 8	1·67	10 6 (*a*)	21 2	1·11
328	„ Peebles -	„	30 0	1·10	8 0	22 0	0·80
325	„ Helensburgh	„	30 0	1·11	8 0	22 0	0·81
306	„ Leith - -	„	30 0	1·18	8 0	22 0	0·86
277	„ Dunbar -	„	30 0	1·30	8 0	22 0	0·95
269	„ Dunse - -	„	30 0	1·34	8 0	22 0	0·98
270	„ Kelso -	„	30 0	1·33	8 0	22 0	0·98
220	„ Newcastleton	„	30 0	1·64	8 0	22 0	1·20
208	„ Canobie -	„	30 0	1·73	8 0	22 0	1·27
174	„ Ulverstone -	„	20 0	1·38	8 0	12 0	0·83

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a reduced Rate.
Miles.			s. d.	d.	s. d.	s. d.	d.
184	Burton-on-Trent to Barrow -	Ale	22 6	1·47	8 0	14 6	0·95
159	" Silverdale -	"	23 4	1·76	8 0	15 4	1·16
204	" Ramsgate -	"	26 8	1·57	10 0 (a)	16 8	0·98
159	" Chatham -	"	23 4	1·76	10 0 (a)	13 4	1·01
187	" Canterbury -	"	26 8	1·71	10 0 (a)	16 8	1·07
195	" Chichester -	"	21 0	1·29	5 0 (a)	16 0	0·98
191	" Eastbourne -	"	21 0	1·32	5 0 (a)	16 0	1·00
186	" Worthing -	"	21 0	1·35	5 0 (a)	16 0	1·03
182	" Newhaven -	"	21 0	1·38	5 0 (a)	16 0	1·05
176	" Brighton -	"	21 0	1·43	5 0 (a)	16 0	1·09
168	" Horsham -	"	21 0	1·54	5 0 (a)	16 0	1·18
161	" East Grinstead -	"	21 0	1·56	5 0 (a)	16 0	1·19
223	" Maryport -	"	26 8	1·43	8 0	18 8	1·00
207	" Wigton -	"	26 8	1·55	8 0	18 8	1·08
199	" Dalston -	"	26 8	1·61	8 0	18 8	1·13
213	" Dover - -	"	23 4	1·31	5 0 (a)	18 4	1·03
207	" Folkestone -	"	28 9	1·67	10 0 (a)	18 9	1·09
171	" Tunbridge Wells -	"	26 8	1·87	10 0 (a)	16 8	1·17
221	" Whitehaven -	"	27 6	1·50	8 0	19 6	1·06
196	" Silecroft -	"	27 6	1·68	8 0	19 6	1·19
245	" Bideford -	"	30 10	1·51	8 0	22 10	1·12
236	" Barnstaple -	"	30 10	1·57	8 0	22 10	1·16
210	" Copplestone	"	30 10	1·76	8 0	22 10	1·30
253	" Haverfordwest -	"	30 0	1·42	8 0	22 0	1·04
223	" Carmarthen -	"	27 6	1·48	8 0	19 6	1·05
169	" Bath - -	"	23 4	1·66	8 0	15 4	1·09
147	" Cardiff -	"	21 8	1·77	8 0	13 8	1·11
144	" Windsor -	"	21 8	1·81	8 0	13 8	1·14
136	" Newport, Mon. -	"	21 8	1·91	8 0	13 8	1·20
126	" Farringdon Road -	"	23 4	2·22	8 0	15 4	1·46
149	" Newbury -	"	27 6	2·21	8 0	19 6	1·57
124	" Reading -	"	25 0	2·42	8 0	17 0	1·64
220	" Alnwick -	"	27 6	1·50	8 0	19 6	1·06
181	" Sunderland -	"	25 0	1·66	8 0	17 0	1·13
179	" South Shields	"	25 0	1·68	8 0	17 0	1·14
160	" Hartlepool -	"	25 0	1·87	8 0	17 0	1·27
151	" Bridlington -	"	24 2	1·92	8 0	16 2	1·28
155	" Whitby -	"	25 0	1·94	8 0	17 0	1·31
149	" Middlesborough -	"	25 0	2·01	8 0	17 0	1·37
142	" Darlington -	"	25 0	2·11	8 0	17 0	1·43
141	" Scarborough	"	25 0	2·13	8 0	17 0	1·45
120	" Thirsk -	"	22 6	2·25	8 0	14 6	1·45
110	" Rochdale -	"	16 8	1·82	8 0	8 8	0·94
125	" Over Darwen	"	20 0	1·92	8 0	12 0	1·15
121	" Blackburn -	"	20 0	1·98	8 0	12 0	1·19
116	" Accrington -	"	20 0	2·07	8 0	12 0	1·24
110	" Burnley -	"	20 0	2·18	8 0	12 0	1·31
130	" Clitheroe -	"	23 4	2·15	8 0	15 4	1·41
96	" Denby Dale	"	20 0	2·50	8 0	12 0	1·50
93	" Holmfirth -	"	20 0	2·58	8 0	12 0	1·55
86	" Brighouse -	"	20 0	2·79	8 0	12 0	1·67
80	" Pontefract -	"	20 0	3·00	8 0	12 0	1·80
73	" Gainsborough	"	12 6	2·05	8 0	4 6	0·74
105	" Great Grimsby	"	17 6	2·00	8 0	9 6	1·08
95	" Brocklesby -	"	17 6	2·21	8 0	9 6	1·20
83	" Kirton Lindsey - -	"	17 6	2·53	8 0	9 6	1·37
82	" Moortown -	"	17 6	2·56	8 0	9 6	1·39
81	" Glossop -	"	17 6	2·59	8 0	9 6	1·41
75	" Market Rasen	"	17 6	2·80	8 0	9 6	1·52
84	" North Kelsey	"	20 0	2·86	8 0	12 0	1·71
63	" Retford -	"	17 6	3·33	8 0	9 6	1·81
55	" Worksop -	"	17 6	3·82	8 0	9 6	2·07
96	" Oswestry -	"	17 6	2·19	8 0	9 6	1·19
147	" Aberystwith -	"	30 0	2·45	8 0	22 0	1·79
111	" Llanidloes -	"	25 0	2·70	8 0	17 0	1·84
91	" Montgomery	"	25 0	3·30	8 0	17 0	2·24
89	" Spalding -	"	18 4	2·47	8 0	10 4	1·39
80	" Boston -	"	17 6	2·62	8 0	9 6	1·42
117	" Barnet -	"	26 8	2·74	8 0	18 8	1·91
113	" Potters Bar	"	26 8	2·83	8 0	18 8	1·98
98	" Burgh -	"	25 0	3·06	8 0	17 0	2·08
96	" Firsby - -	"	25 0	3·12	8 0	17 0	2·12
70	" Tallington -	"	25 0	4·29	8 0	17 0	2·91
120	Bristol to Burton -	Timber and deals	12 0	1·20	3 0	9 0	0·90
117	" Salop - -	"	12 6	1·28	3 0	9 6	0·97
20	Fleetwood to Preston -	"	3 4	2·00	3 0	0 4	0·20
52	" Manchester -	"	8 0	1·85	3 0	5 0	1·15
83	Grimsby to Dewsbury -	"	9 2	1·33	3 0	6 2	0·89
112	" Stockport -	"	12 6	1·34	3 0	9 6	1·01

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
110	Grinsby to Manchester -	Timber and deals	12 6	1·36	3 0	9 6	1·03
80	Gloucester to Salop - -	,,	10 0	1·50	3 0	7 0	1·05
153	Hull to Birmingham	,,	14 2	1·11	3 0	11 2	0·87
60	,, Dewsbury -	,,	9 2	1·83	3 0	6 2	1·23
91	,, Manchester -	,,	12 6	1·65	3 0	9 6	1·25
77	,, Saddleworth -	,,	12 6	1·95	3 0	9 6	1·48
149	,, Salop - -	,,	15 0	1·21	3 0	12 0	0·96
108	Hartlepool to Ashton -	,,	12 6	1·39	3 0	9 6	1·05
157	,, Burton -	,,	10 10	0·83	3 0	7 10	0·60
188	,, Birmingham -	,,	14 2	0·90	3 0	11 2	0·71
80	,, Dewsbury -	,,	9 2	1·38	3 0	6 2	0·92
114	,, Manchester -	,,	12 6	1·31	3 0	9 6	1·00
92	Newport to Salop - -	,,	10 10	1·41	3 0	7 10	1·02
206	Sunderland to Birmingham	,,	20 0	1·16	3 0	17 0	0·99
133	,, Manchester -	,,	12 6	1·13	3 0	9 6	0·85
33	Liverpool to ,, -	Corn	6 8	2·42	3 0	3 8	1·36
29½	,, Bolton -	,,	8 4	3·39	3 0	5 4	2·13
28	,, Preston -	,,	6 3	2·68	3 0	3 3	1·39
72	,, Wakefield -	,,	13 4	2·22	3 0	10 4	1·72
94	,, Derby - -	,,	12 6	1·60	3 0	9 6	1·21
74	,, Sheffield -	,,	12 6	2·03	3 0	9 6	1·54
75	,, Leeds -	,,	11 8	1·86	3 0	8 8	1·38
98	,, Birmingham -	,,	10 10	1·32	3 0	7 10	0·96
91	Hull to Manchester -	,,	12 6	1·65	3 0	9 6	1·25
74	Goole to ,, -	,,	12 6	2·03	3 0	9 6	1·54
52	Fleetwood to ,, -	,,	7 4	1·70	3 0	4 4	1·00
114	Hartlepool to ,, -	,,	12 6	1·31	3 0	9 6	1·00
188	,, Birmingham -	,,	13 4	0·85	3 0	10 4	0·66
109	Cardiff to ,, -	,,	10 0	1·10	3 0	7 0	0·77
111	London to ,, -	,,	13 10	1·50	3 0	10 10	1·17
188	,, Manchester -	,,	18 4	1·17	3 0	15 4	0·98
110	Grimsby to ,, -	,,	12 6	1·36	3 0	9 6	1·04
139	,, Birmingham -	,,	13 4	1·15	3 0	10 4	0·89
204	Hull to ,, -	,,	13 4	0·78	3 0	10 4	0·61
200	Liverpool to London -	Palm and cocoa nut oil.	20 0	1·20	12 6	7 6	0·45
,,	,, ,, -	Preserved provisions	25 0	1·50	12 6	12 6	0·75
,,	,, ,, -	Wool - -	25 0	1·50	12 6	12 6	0·75
292	,, Dundee -	Jute, 5 ton lots -	16 0	0·66	3 0	13 0	0·53
,,	,, ,, -	Bales and cases for America.	32 6	1·34	5 6 (*b*)	27 0	1·10
252	,, Norwich -	Grain	20 0	0·95	3 0	17 0	0·80
270	,, Yarmouth -	,,	20 0	0·88	3 0	17 0	0·75
283	,, Beccles -	,,	20 0	0·85	3 0	17 0	0·72
259	,, Ipswich -	,,	20 0	0·92	3 0	17 0	0·80
234	,, Chelmsford -	,,	20 0	1·03	3 0	17 0	0·87
126	,, Whitehaven -	,,	10 10	1·03	3 0	7 10	0·74
,,	,, ,, -	Bacon and hams	13 4	1·27	3 0	10 4	0·98
136	,, Annan -	Grain, &c. - -	10 10	0·96	3 0	7 10	0·69
151	,, Dumfries -	Grain, &c. - -	12 6	0·99	3 0	9 6	0·75
56	,, Burslem -	Undamageable iron	7 6	1·61	3 0	4 6	0·96
360	,, Aberdeen -	Cotton, flax, and hemp.	30 0	1·00	5 6 (*b*)	24 6	0·81
,,	,, ,, -	Jute - -	23 4	0·78	3 0	20 4	0·67
237	,, Southampton	Cotton - -	25 0	1·26	3 0	22 0	1·11
316	,, Plymouth -	Salt provisions butter, bacon (not hams), vinegar, valonia, tallow, rice, rosin, soap, sugar, oil in casks - -	27 6	1·04	3 0	24 6	0·93
396	,, Penzance -	,,	35 0	1·06	3 0	32 0	0·96
98	,, Birmingham -	Grain - -	10 10	1·33	3 10 (*b*)	7 0	0·71
84	,, Wolverhampton.	Undamageable iron	10 0	1·43	5 6 (*b*)	4 6	0·64
168	,, Bedford -	Oil cake, 3 ton lots	15 0	1·07	3 0	12 0	0·85
,,	,, ,, -	Soot, 4 ,,	13 4	0·95	3 0	10 4	0·73
183	,, Hitchin -	Oil cake, 3 ,,	15 0	0·99	3 0	12 0	0·78
,,	,, ,, -	Soot, 4 ,,	13 4	0·87	3 0	10 4	0·67
187	,, Huntingdon -	Oil cake, 10 ,,	11 8	0·75	3 0	8 8	0·55
,,	,, ,, -	Soot, 2 ,,	13 4	0·86	3 0	10 4	0·66
177	,, Sandy -	Oil cake, 3 ,,	15 0	1·02	3 0	12 0	0·81
,,	,, ,, -	Soot, 4 ,,	13 4	0·90	3 0	10 4	0·70
183	,, St. Neots -	Oil cake, 5 ,,	12 6	0·82	3 0	9 6	0·62
,,	,, ,, -	Soot, 2 ,,	13 4	0·87	3 0	10 4	0·68
170	,, Peterborough	Oil cake, 5 ,,	10 0	0·70	3 0	7 0	0·49
97	,, Retford -	,, 20 ,,	12 6	1·55	3 0	9 6	1·17
116	,, Lincoln -	,, 50 ,,	12 6	1·29	3 0	9 6	0·98
,,	,, ,, -	Sugar and soap -	17 6	1·81	5 6 (*b*)	12 0	1·24
173	,, Newcastle-on-Tyne.	Grain, soap in 2 ton lots, salt provisions.	15 0	1·04	3 0	12 0	0·83
169	,, Gateshead -	,,	16 8	1·19	5 6 (*b*)	11 2	0·79
,,	,, South Shields	Grain, soap in 2 ton lots, salt provisions.	20 0	1·42	5 6 (*b*)	14 6	1·03
167	,, Sunderland -	,,	20 0	1·44	5 6 (*b*)	14 6	1·04

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
161	Liverpool to Washington -	Grain, soap in 2 ton lots, salt provisions.	20 0	1·49	5 6 (*b*)	14 6	1·08
136	" Stockton-on-Tees.	Iron rails and ships' plates.	12 6	1·10	3 0	9 6	0·83
140	" Middlesboro'	"	12 6	1·07	3 0	9 6	0·81
170	" Tredegar Junction.	Undamageable iron	10 0	0·71	3 0	7 0	0·49
"	" " -	Do. in 10 ton lots, including delivery by barge to ship.	10 0	0·71	4 0 (*b*)	6 0	0·42
171	" Rhymney Junction.	Undamageable iron	10 0	0·70	3 0	7 0	0·49
"	" " -	Do. in 10 ton lots, including delivery by barge to ship.	10 0	0·70	4 0 (*b*)	6 0	0·42
179	" Rhymney -	Grain and flour -	15 0	1·00	3 0	12 0	0·80
"	" " -	Do. in 10 ton lots, including delivery to ship.	15 0	1·00	4 0 (*b*)	11 0	0·73
174	" Blaina - -	Grain and flour -	15 0	1·03	3 0	12 0	0·82
"	" " -	Do. in 10 ton lots, including delivery to ship.	15 0	1·03	4 0 (*b*)	11 0	0·75
166	" Ebbw Vale -	Grain and flour -	15 0	1·09	3 0	12 0	0·86
"	" " -	Do. in 10 ton lots, including delivery to ship.	15 0	1·09	4 0 (*b*)	11 0	0·79
168	" Newport, Mon.	Undamageable iron	10 0	0·71	3 0	7 0	0·50
"	" " -	Do. in 10 ton lots, including delivery to ship.	10 0	0·71	4 0 (*b*)	6 0	0·42
"	" " -	Grain and flour -	12 6	0·89	3 0	9 6	0·67
"	" " -	Do. in 10 ton lots, including delivery to ship. - -	12 6	0·89	4 0 (*b*)	8 6	0·60
"	" " -	Tin ingots - -	15 0	1·07	3 0	12 0	0·85
"	" " -	Do. in 10 ton lots, including delivery to ship.	15 0	1·07	4 0 (*b*)	11 0	0·78
"	" " -	Nails - - -	12 6	0·89	3 0	9 6	0·67
"	" " -	Do. in 10 ton lots, including delivery to ship. -	12 6	0·89	4 0 (*b*)	8 6	0·60
176	" Quaker's Yard	Undamageable iron	10 0	0·68	3 0	7 0	0·47
"	" " -	Do. in 10 ton lots, including delivery by barge to ship.	10 0	0·68	4 0 (*b*)	6 0	0·41
182	" Merthyr -	Undamageable iron	10 10	0·71	3 0	7 10	0·51
"	" " -	Do. in 10 ton lots, delivered to ship.	10 10	0·71	4 0 (*b*)	6 10	0·45
170	" Aberdare -	Undamageable iron	10 10	0·76	3 0	7 10	0·55
"	" " -	Do. in 10 ton lots, delivered to ship.	10 10	0·76	4 0 (*b*)	6 10	0·48
188	" Cardiff -	Undamageable iron	10 10	0·69	3 0	7 10	0·50
"	" " -	Do. in 10 ton lots, delivered to ship.	10 10	0·69	4 0 (*b*)	6 10	0·43
"	" " -	Tin ingots - -	17 6	1·12	3 0	14 6	0·92
32	" Manchester -	Butter and eggs in boxes; bacon and other salt provisions.	10 0	3·75	3 0	7 0	2·62
"	" " -	Grain, removed immediately.	6 8	2·50	3 0	3 8	1·37
"	" " -	Seeds for crushing, sugar for refining.	7 6	2·81	5 6 (*b*)	2 0	0·75
"	" " -	Manchester manufactures in bales, cases, trusses, and packs, collected.	8 0	3·00	5 6 (*b*)	2 6	0·93
75	" Leeds - -	Timber - -	10 0	1·60	3 0	7 0	1·12
"	" " -	Grain - -	11 8	1·87	3 0	8 8	1·38
"	" " -	Linseed cake, rice undressed, wheels, and axles.	12 6	2· 0	3 0	9 6	1·52
72	" Wakefield -	Timber and deals	10 0	1·67	3 0	7 0	1·16
"	" " -	Grain, collected -	10 10	1·81	4 0 (*b*)	6 10	1·13
"	" " -	Rice - - -	11 8	1·94	3 0	8 8	1·44
"	" " -	Wheels and axles -	12 6	2·10	3 0	9 6	1·58
58	" Huddersfield -	Timber - - -	9 0	1·87	3 0	6 0	1·24
"	" " -	Sanitary tubes -	8 4	1·72	3 0	5 4	1·10
124	" Hull - -	Grain and flour -	12 6	1·21	3 0	9 6	0·91
"	" " - -	Madder, coffee, flax.	16 8	1·61	5 6 (*b*)	11 2	1·08
"	" " - -	Damageable iron, rice, mahogany, cotton (press, packed), earthenware.	15 0	1·45	5 6 (*b*)	9 6	0·91

Distance.	From and to.	Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.			*s. d.*	*d.*	*s. d.*	*s. d.*	*d.*
124	Liverpool to Hull -	Machinery, sugar, wines, and spirits, in casks.	20 0	1·94	5 6 (*b*)	14 6	1·40
,,	,, ,, -	Bales, boxes, and cases of manufactured goods.	18 4	1·77	5 6 (*b*)	12 10	1·24
,,	,, ,, -	Guano - -	12 6	1·21	3 0	9 6	0·91
286	Wolverhampton to Glasgow -	Bar iron, collected	20 0	0·84	4 0 (*b*)	16 0	0·67
190	,, Hartlepool -	,, 4 tons ,, -	15 0	0·95	4 0 (*b*)	11 0	0·69
,,	,, ,, -	,, 2 tons ,, -	17 6	1·11	4 0 (*b*)	13 6	0·85
115	,, Cardiff -	Bar iron - -	9 2	0·96	4 0 (*b*)	5 2	0·54
104	,, Bristol -	,, - -	10 0	1·15	4 0 (*b*)	6 0	0·69
84	,, Liverpool -	,, - -	10 0	1·43	4 0 (*b*)	6 0	0·85
298	Stourbridge to Glasgow -	,, - -	20 0	0·81	4 0 (*b*)	16 0	0·64
227	,, Newcastle -	,, 4 tons -	15 0	0·80	4 0 (*b*)	11 0	0·57
,,	,, ,, -	,, 2 tons -	17 6	0·92	4 0 (*b*)	13 6	0·71
201	,, West Hartlepool.	,, 4 tons -	15 0	0·89	4 0 (*b*)	11 0	0·65
,,	,, ,, -	,, 2 tons -	17 6	1·04	4 0 (*b*)	13 6	0·80
286	Wolverhampton to Glasgow -	Pig iron - -	20 0	0·84	2 6 (*b*)	17 6	0·73
,,	,, ,, -	Bar iron - -	20 0	0·84	4 0 (*b*)	16 0	0·67
215	,, Newcastle-on-Tyne.	Pig iron - -	12 6	0·70	2 6 (*b*)	10 0	0·55
,,	,, ,, -	Bar iron, 4 ton lots	15 0	0·84	4 0 (*b*)	11 0	0·61
181	,, Middlesboro'-	Pig iron - -	11 8	0·77	2 6 (*b*)	9 2	0·61
,,	,, ,, -	Bar iron, 4 ton lots	15 0	0·99	4 0 (*b*)	11 0	0·72
147	,, Swansea -	Pig iron - -	9 2	0·75	2 6 (*b*)	6 8	0·54
,,	,, ,, -	Bar iron, 4 ton lots	10 0	0·82	4 0 (*b*)	6 0	0·49
115	,, Cardiff -	Pig iron - -	8 4	0·87	2 6 (*b*)	5 10	0·60
,,	,, ,, -	Bar iron, 4 ton lots	9 2	0·96	4 0 (*b*)	5 2	0·54
117	,, Leeds -	Pig iron - -	9 2	0·94	2 6 (*b*)	6 8	0·68
,,	,, ,, -	Bar iron, 4 ton lots	12 6	1·28	4 6 (*b*)	8 6	0·87
88	,, Sheffield -	Pig iron - -	7 8	1·05	3 0	4 8	0·64
,,	,, ,, -	Bar iron, 4 ton lots	10 0	1·36	4 0 (*b*)	6 0	0·82
66	,, Gloucester -	Pig iron - -	5 6	1·00	2 6(*b*)	3 0	0·54
,,	,, ,, -	Bar iron, 4 ton lots	5 6	1·00	4 0 (*b*)	1 6	0·27
45	,, Derby -	Pig iron - -	4 6	1·20	1 6 (*b*)	3 0	0·80
,,	,, ,, -	Bar iron, 4 ton lots	7 6	2·00	4 0 (*b*)	3 6	0·93
32	,, Stoke-on-Trent.	Pig iron - -	5 0	1·88	1 6 (*b*)	3 6	1·31
,,	,, ,, -	Bar iron, 4 ton lots	6 8	2·50	3 0	3 8	1·37
19	,, Wellington -	Pig iron - -	3 0	1·90	1 6 (*b*)	1 6	0·94
,,	,, ,, -	Bar iron, 4 ton lots	5 0	3·16	3 0	2 0	1·27
13	,, Birmingham -	Pig iron - -	2 10	2·61	1 6 (*b*)	1 4	1·23
,,	,, ,, -	Bar iron, 4 ton lots	4 2	3·85	3 0	1 2	1·09
125	,, London -	Pig iron - -	10 0	0·96	2 6 (*b*)	7 6	0·72
,,	,, ,, -	Bar iron, 4 ton lots	11 8	1·12	4 0 (*b*)	7 8	0·73
84	,, Liverpool -	Pig iron - -	9 0	1·28	2 6 (*b*)	6 6	0·92
,,	,, ,, -	Bar iron, 4 ton lots	10 0	1·43	4 0 (*b*)	6 0	0·85
71	,, Manchester -	Pig iron - -	9 0	1·52	2 6 (*b*)	6 6	1·09
,,	,, ,, -	Bar iron, 4 ton lots	10 0	1·69	4 0 (*b*)	6 0	1·01
76	,, Wigan -	Pig iron - -	6 0	0·95	2 6 (*b*)	3 6	0·55
,,	,, ,, -	Bar iron, 4 ton lots	10 6	1·66	4 0 (*b*)	6 6	1·01
306	,, Glasgow -	Pig and bar iron -	20 0	0·78	4 0 (*b*)	16 0	0·63
213	,, Newcastle-on-Tyne.	Pig iron - -	12 6	0·70	3 0 (*b*)	9 6	0·54
,,	,, ,, -	Bar iron - -	17 6	0·99	3 0	14 6	0·82
187	,, West Hartlepool.	Pig iron - -	12 1	0·78	3 0	9 1	0·58
,,	,, ,, -	Bar iron - -	15 0	0·96	3 0	12 0	0·77
178	,, Middlesboro-	Pig iron - -	11 8	0·80	3 0	8 8	0·59
,,	,, ,, -	Bar iron - -	15 0	1·01	3 0	12 0	0·81
144	,, Swansea -	Pig iron - -	9 2	0·76	4 0	5 2	0·43
,,	,, ,,	Bar iron - -	10 0	0·83	4 0	6 0	0·50
152	,, Southampton	Bar iron - -	19 2	1·51	3 0	16 2	1·28
156	,, Hull -	Pig iron - -	11 6	0·89	4 0 (*b*)	7 6	0·58
,,	,, ,, -	Bar iron - -	14 2	1·09	4 0 (*b*)	10 2	0·78
125	,, London -	Pig iron - -	13 4	1·28	2 6 (*b*)	10 10	1·04
,,	,, ,, -	Bar iron - -	15 0	1·44	4 0 (*b*)	11 0	1·06
122	,, Cardiff -	Pig iron - -	8 4	0·82	4 0 (*b*)	4 4	0·43
,,	,, ,, -	Bar iron - -	9 2	0·90	4 0 (*b*)	5 2	0·51
115	,, Leeds -	Pig iron - -	9 2	0·96	3 0	6 2	0·64
,,	,, ,, -	Bar iron - -	12 6	1·30	3 0	9 6	1·00
87	,, Sheffield -	Pig iron - -	7 8	1·04	3 0	4 8	0·64
,,	,, ,, -	Bar iron - -	10 0	1·38	3 0	7 0	0·97
102	,, Bristol -	Bar iron - -	10 0	1·18	4 0 (*b*)	6 0	0·69
84	,, Liverpool -	Pig iron - -	9 0	1·28	2 6 (*b*)	6 6	0·92
,,	,, ,, -	Bar iron - -	10 0	1·43	4 0 (*b*)	6 0	0·85
71	,, Manchester -	Pig iron - -	9 0	1·52	2 6 (*b*)	6 6	1·09
,,	,, ,, -	Bar iron - -	10 0	1·69	4 0 (*b*)	6 0	1·01
72	,, Chester -	Pig iron - -	9 0	1·50	2 6 (*b*)	6 6	1·08
,,	,, ,, -	Bar iron - -	10 0	1·67	4 0 (*b*)	6 0	1·00
44	,, Derby -	Bar iron - -	7 6	2·05	4 0 (*b*)	3 6	0·95
32	,, Stoke-on-Trent.	Pig iron - -	5 0	1·88	3 0	2 0	0·75

tance.	From and to.		Commodity.	Gross Charge.	Gross Charge reduced to a Mileage Rate.	Terminal to be deducted as allowed by the Clearing House.	Net Charge after deducting the Terminal.	Net Charge reduced to a Mileage Rate.
Miles.				*s.* *d.*	*d.*	*s.* *d.*	*s.* *d.*	*d.*
32	Wolverhampton to	Stoke-on-Trent.	Bar iron - -	6 8	2·50	3 0	3 8	1·38
20	,,	Wellington -	Pig iron - -	3 0	1·80	1 6 (*b*)	1 6	0·90
,,	,,	,, -	Bar iron - -	5 0	3·00	3 0	2 0	1·20
13	,,	Birmingham -	Pig iron - -	2 10	2·61	1 6 (*b*)	1 4	1·23
,,	,,	,, -	Bar iron - -	4 2	3·85	3 0	1 2	1.09
65	,,	Gloucester -	Pig and bar iron -	5 6	1·01	4 0 (*b*)	1 6	0·29
124	,,	London -	Nails - -	25 0	2·42	12 6	12 6	1·21
286	,,	Glasgow -	,, - -	30 0	1·26	8 0	22 0	0·94
423	,,	Aberdeen -	,, - -	32 6	0·92	8 0	24 6	0·68
124	,,	London -	Hardware - -	30 0	2·88	12 6	17 6	1·68
201	London to	Liverpool -	,, - -	30 0	1·79	12 6	17 6	1·05
403	,,	Glasgow -	,, - -	45 0	1·34	12 6	32 6	0·97
540	,,	Aberdeen -	,, - -	40 0	0·89	12 6	27 6	0·61
184	,,	Hull - -	Nails - -	27 6	1·79	12 6	15 0	0·98
,,	,,	,, -	Hardware - -	38 4	2·50	12 6	25 10	1·68
154	Wolverhampton to	,, -	,, - -	22 6	1·76	8 0	14 6	1·13
111	Birmingham to	London -	,, - -	27 6	1·91	12 6	15 0	1·62
91	Bristol to	Birmingham -	Sugar and sundries	12 1	1·59	8 0	4 1	0·54
120	,,	Burton - -	,, -	19 2	1·92	8 0	11 2	1·10
217	,,	Bradford -	,, -	23 4	1·29	8 0	15 4	0·85
183	,,	Blackburn -	,, -	27 1	1·78	8 0	19 1	1·25
92	,,	Dudley - -	,, -	15 10	2·07	8 0	7 10	1·02
203	,,	Leeds - -	,, -	21 8	1·28	8 0	13 8	0·81
173	,,	Manchester -	Sugar - -	20 0	1·39	8 0	12 0	0·83
175	,,	Sheffield -	Sugar and sundries	17 6	1·20	8 0	9 6	0·65
118	,,	Stafford -	,, -	22 1	2·25	8 0	14 1	1·43
87	,,	Stourbridge -	,, -	14 7	2·01	8 0	6 7	0·91
65	,,	Worcester -	,, -	10 0	1·85	8 0	2 0	0·37
97	,,	Wolverhampton.	,, -	17 1	2·11	8 0	9 1	1·12
296	Glasgow to	Birmingham -	Sugars and sundries, ton lots.	25 0	1·01	8 0	17 0	0·70
,,	,,	,, -	Sugar and sundries, less than ton lots.	27 6	1·11	8 0	19 6	0·79
205	,,	Bradford -	Sugar and sundries	25 0	1·46	8 0	17 0	1·00
68	Hull to	,, -	,, -	13 4	2·35	8 0	5 4	0·94
98	Liverpool to	Birmingham -	,, -	16 8	2·04	8 0	8 8	1·06
106	,,	Burton -	,, -	19 2	2·17	8 0	11 2	1·26
70	,,	Bradford -	,, -	17 6	3·00	8 0	9 6	1·63
122	London to	Burton -	Groceries - -	23 4	2·29	12 6	10 10	1·07
,,	,,	,, -	Sugar -	21 8	2·13	12 6	9 2	0·90
198	,,	Bradford -	Sugar and sundries	23 4	1·41	12 6	10 10	0·66
192	,,	Leeds -	,, -	21 8	1·35	12 6	9 2	0·56
55	Goole to	Sheffield -	,, -	13 4	2·91	8 0	5 4	1·16
250	Glasgow to	,, -	,, -	27 6	1·32	8 0	19 6	0·94
315	,,	Worcester -	,, -	30 0	1·14	8 0	22 0	0·84
61	London to	Sheffield -	,, -	17 6	1·30	12 6	5 0	0·37
20	Bristol to	Burton-on-Trent.	Timber and deals	10 5	1·04	3 0	7 5	0·74
91	,,	Birmingham -	,,	10 0	1·32	3 0	7 0	0·93
133	,,	Derby -	,,	11 4	1·02	3 0	8 4	0·71
122	Grimsby to	Bradford -	,,	9 2	0·90	3 0	6 2	0·61
96	,,	Derby -	,,	9 2	1·15	3 0	6 2	0·76
88	Gloucester to	Burton -	,,	7 0	1·01	3 0	4 0	0·57
54	,,	Birmingham -	,,	5 6	1·22	3 0	2 6	0·56
96	,,	Derby -	,,	8 0	1·00	3 0	5 0	0·63
105	Hull to	Burton -	,,	9 8	1·09	3 0	6 8	0·76
135	,,	Birmingham -	,,	14 2	1·26	3 0	11 2	1·00
110	,,	Derby -	,,	9 2	1·00	3 0	6 2	0·67
69	,,	Bradford -	,,	9 2	1·59	3 0	6 2	1·07
84	Hartlepool to	,, -	,,	9 2	1·31	3 0	6 2	0·88
94	Liverpool to	Derby -	,,	12 6	1·60	3 0	9 6	1·21
70	,,	Bradford -	Chemicals	15 0	2·57	8 0	7 0	1·20
110	Newcastle-on-Tyne to	,, -	,,	15 0	1·64	8 0	7 0	0·76
75	Liverpool to	Leeds -	,,	15 0	2·40	8 0	7 0	1·12
78	,,	Wakefield -	,,	15 0	2·31	8 0	7 0	1·08
112	Newcastle-on-Tyne to	,, -	,,	20 0	2·14	8 0	12 0	1·28

Appendix EH.

Reply of the North British Railway Company to the Charges of Delay in Appendix DX.

General Manager's Office.
Sir, Edinburgh, March 5, 1867.

I am desired to acknowledge the receipt of your letter of the 28th ultimo, (accompanied by a print of Appendix DX. of the Royal Commission on Railways,) and in reply to state that the complaints set forth in the appendix referred to, although in some cases represented to be distinctly against the North British Railway Company, it will be apparent, do not necessarily lie against that company; and, in point of fact, where there is just ground for complaint, it is not against the North British Company that the complaints do properly lie.

It will be noticed on reading the statement that, with one exception only, the delays are between places in Scotland, and places in the midland or southern counties of England, places between which several railway systems are necessarily used in completing the route.

Some of the cases referred to have already received investigation at the hands of the North British, and in those cases the North British Company are in a position to prove that the goods were delivered to the next railway company with all promptitude and despatch.

It may be necessary to state that the railway system generally involves this peculiarity that the waggon constructed for railway use is of considerable weight, on an average say four tons, and that between such small places as Selkirk, Galashiels, Hawick, Walkerburn, Innerleithen, Langholm, &c., on the one hand, and places in England such as Manchester, Liverpool, Hanley, Huddersfield, Durham, Bristol, Ironbridge (Wiltshire), Cleckheaton, and Wellington (Salop) on the other hand, it is impossible to raise anything like a load, or what would be remunerative to despatch a truck direct from any given station to any given station, and therefore without goods upon it for any intermediate station.

Railway companies have adopted amongst themselves a rule that no truck shall be run through from a station on one system to a station on another system of railways with less than one ton weight, *i.e.*, that a waggon weighing four tons shall at least carry one ton.

Such a regulation it is hoped will appear to be most reasonable. A train of waggons loaded with a ton each, at the low rates of charges which exist between Scotland and England (bearing in mind that most of the waggons would have to return empty) would certainly not pay; yet the companies do not object to running a truck with such a small tonnage.

The tonnage, however, between any one of the places in England, and any one of the places named in Scotland would seldom amount to, and never exceed, a few hundred weights a day, often only a few hundredweights per week.

For instance, taking the case of Hawick (the most important of the places named in Scotland), the whole tonnage forwarded from the places named in England, (Manchester, Liverpool, Hanley, Huddersfield, Durham, Bristol, Ironbridge (Wiltshire), Cleckheaton, and Wellington (Salop),) to Hawick did not, in the whole, for the month of November 1866, average more than thirteen hundredweight daily, and the tonnage forwarded from Hawick to the said places in England, did not in the whole average more than six and a half hundredweight daily in the same month.

It will be obvious that the railway system therefore involves either that the goods which may properly be called "sundries" should be forwarded from stage to stage with other goods as may be from time to time most convenient, so as to employ the trucks which carry them with at least one ton, and this stage to stage conveyance is necessarily the reason of delays, the waggons having to be shunted from the train, the goods being removed to, and loaded on other waggons which still may be only forwarded another stage at the end of which the same process may have again to be repeated and so on.

With reference to the paragraph in the statement by Messrs. Brown submitted to the Royal Commission that the Shipping Agents at Huddersfield state that "if the "goods are delivered to them in the morning they can "have them shipped at Liverpool that afternoon, from "whence they arrive in New York in 10 or 12 days," it may be remarked that the amount of traffic between any two stations forms the element of the whole question.

Where the traffic between two stations may be counted by a hundredweight or two in a week and the distance 150 or 200 miles the conveyance must necessarily be slow, if goods trains be used; but where the traffic amounts to from four to six truck loads per day and for distances of no more than 50 or 60 miles (as is the case between Huddersfield and Liverpool) a very few hours suffice for effecting the transit.

These explanations are offered as accounting in a general way and to some extent for the delays complained of.

It is not alleged in the statement referred to that goods forwarded in full truck loads are subject to any delays at all to be complained of.

There may have been in some cases of the "sundry goods" avoidable delays with some companies which the North British Company cannot undertake to particularise or explain.

There may have been an exceptional case of delay with the North British Railway Company to prevent a recurrence of which that company has always adopted the best means in its power.

I am, &c.
William Pole, Esq., Thomas K. Rowbotham.
Secretary,
Royal Commission on Railways,
House of Lords,
Westminster, S.W.

APPENDIX EI.

STATEMENT on IRISH RAILWAYS, prepared by the IRISH RAILWAY DIRECTORS' CONFERENCE.—Their present Position, and how (without any Loss to the Treasury), at reduced Interest, they could be materially improved financially and the Public better served.

No. 1.—PRESENT POSITION.—(Figures taken from Parliamentary Return of 1864.)

	Principal. £	Dividend and Interest. £	Total Principal. £	Total Dividend and Interest. £
To Ordinary shares paying dividend at 3¾ per cent.			11,378,773	427,267
„ Preference do. „ „ 4½ per cent.	3,789,041	170,939		
„ Debentures, &c. paying interest „ 4½ per cent.	6,037,101	270,643		
„ *Estimated amount of floating debt* (*say*) 6 do.	2,000,000	120,000		
„ Preference shares not paying dividend	1,126,340			
			12,952,482	561,582
„ Ordinary do. „ „			2,984,751	
Total,.....			£27,316,006	£988,849

	£	£
By annual gross revenue,.....	1,581,606	
Less working expenses (being 47½ per cent.).....	750,530	
„ Nett Revenue, ...		831,076
„ Balance, being amount of annual deficiency on present working		157,773
		£988,849

No. 2.—POSITION to be attained if GOVERNMENT would lend MONEY at 3½ per CENT. to take up all redeemable LOANS and DEBTS, and also all PREFERENCE SHARES.

	£
To amount of interest and dividend paid in 1864 on £12,952,482, debentures, floating debt, and preference shares, as above.....	561,582
	£561,582

	£	£
By interest at 3½ per cent. on	12,952,482	
Less by 30 per cent. discount on redeeming £4,915,381 preference shares, which at present pay only 3½ per cent. dividend.....	1,474,614	
£	11,477,868	@
3½ per cent		401,725
By annual saving, available towards reduction of fares and rates.....		159,857
		£561,582

No. 3.—POSITION of IRISH RAILWAYS if purchased by GOVERNMENT on the BASIS of a 3 per CENT. GOVERNMENT STOCK, and under one MANAGEMENT.

	£
To present annual interest and dividend liabilities, as above (No. 1).....	£988,849
	£988,849

	£	£
The present capital (£27,316,006) could be bought for (say) £22,300,000, as under, viz. :—		
25 years' purchase of nett revenue of £831,076	20,775,900	
Say 7*s.* 6*d.* in the £1 for £4,111,091 ordinary and preference shares not paying dividend	1,541,659	
	22,317,559	
3½ per cent. interest on £22,300,000 (being *a little more* than the rate at which Government could raise the money on 3 per cent. Government stock).....	780,500	
Less by 20 per cent. saving on working expenses (£750,530) by concentration of management	150,106	
		630,394
Annual saving available towards clearing off deficit, as per No. 1 above, and reduction of fares and rates		358,455
		£988,849

SUMMARY OF RESULTS, AS ABOVE.

Annual loss, as per No. 1		£157,773
Saving by Plan No. 2, available towards reduction of fares		£159,857
Do. No. 3	£358,455	
Of which, after meeting loss on No. 1.....	£157,773	
There would be a clear surplus, towards reduction of fares and rates, of.....		£200,682

(Signed) JOSEPH ROBINSON, Corbally House, Limerick.
January 10th, 1867.

Appendix EK.

General List of Railway Acts passed from 1801 to the end of the Session of 1866.

Including those for Tramways and also those for Canals and Docks, owned, leased, or worked by Railway Companies.

The Acts marked with an asterisk * show those passed for new lines. The letter (I.) indicates the Irish Railways.

List of Railway Acts.

Reign.	Year.	Great Britain.		Ireland.		Indian and Colonial.		Total.
		New Lines.	Additional Powers.	New Lines.	Additional Powers.	New Lines.	Additional Powers.	
41 Geo. 3.	1801	1	—	—	—	—	—	1
42 „	1802	2	—	—	—	—	—	2
43 „	1803	1	—	—	—	—	—	1
44 „	1804	1	—	—	—	—	—	1
45 „	1805	—	1	—	—	—	—	1
46 „	1806	—	2	—	—	—	—	2
48 „	1808	1	—	—	—	—	—	1
49 „	1809	3	—	—	—	—	—	3
50 „	1810	1	1	—	—	—	—	2
51 „	1811	4	1	—	—	—	—	5
52 „	1812	1	2	—	—	—	—	3
54 „	1814	1	1	—	—	—	—	2
55 „	1815	—	1	—	—	—	—	1
56 „	1816	1	—	—	—	—	—	1
57 „	1817	1	—	—	—	—	—	1
58 „	1818	1	—	—	—	—	—	1
59 „	1819	1	—	—	—	—	—	1
1 Geo. 4.	1820	—	1	—	—	—	—	1
1 & 2 Geo. 4.	1821	2	1	—	—	—	—	3
3 Geo. 4.	1822	—	1	—	—	—	—	1
4 „	1823	—	1	—	—	—	—	1
5 „	1824	2	1	—	—	—	—	3
6 „	1825	9	2	—	—	—	—	11
7 „	1826	9	1	1	—	—	—	11
7 & 8 Geo. 4.	1827	1	5	—	—	—	—	6
9 Geo. 4.	1828	6	4	—	—	—	—	10
10 „	1829	6	3	—	—	—	—	9
11 Geo. 4 & 1 Will. 4.	1830	6	2	—	—	—	—	8
1 & 2 Will. 4.	1831	5	3	1	—	—	—	9
2 & 3 „	1832	5	3	1	—	—	—	9
3 & 4 „	1833	10	1	—	—	—	—	11
4 & 5 „	1834	9	4	1	—	—	—	14
5 & 6 „	1835	17	2	—	1	—	—	20
6 & 7 „	1836	27	6	2	—	—	—	35
7 Will. 4.	1837	2	7	—	—	—	—	9
1 Vict.	—	14	15	3	1	—	—	33
1 & 2 Vict.	1838	3	15	—	—	—	—	18
2 & 3 „	1839	8	18	—	—	—	—	26
3 & 4 „	1840	2	21	—	1	—	—	24
4 & 5 „	1841	2	16	—	1	—	—	19
5 & 6 „	1842	6	18	—	—	—	—	24
6 & 7 „	1843	10	13	—	1	—	—	24
7 & 8 „	1844	36	12	1	—	—	—	49
8 & 9 „	1845	81	27	13	—	—	—	121
9 & 10 „	1846	197	52	22	1	—	—	272
10 & 11 Vict.	1847	104	74	8	8	—	—	194
11 & 12 „	1848	37	42	—	6	—	—	85
12 & 13 „	1849	11	22	—	2	2	—	37
13 & 14 „	1850	3	26	2	6	—	1	38
14 & 15 „	1851	19	32	3	6	—	1	63
15 & 16 „	1852	19	27	1	5	—	—	52
16 & 17 „	1853	61	30	12	4	1	1	109
17 & 18 „	1854	39	33	4	3	—	2	81
18 & 19 „	1855	34	28	6	3	3	2	76
19 & 20 „	1856	31	23	1	4	1	1	61
20 & 21 „	1857	44	26	7	7	1	3	88
21 & 22 „	1858	27	38	4	6	2	—	77
22 & 23 „	1859	47	43	9	6	—	1	106
23 & 24 „	1860	52	43	14	10	—	1	120
24 & 25 „	1861	91	55	14	5	—	—	165
25 & 26 „	1862	78	62	5	5	—	1	151
26 & 27 „	1863	78	63	6	6	—	—	153
27 & 28 „	1864	119	76	9	9	—	1	214
28 & 29 „	1865	152	79	13	11	—	—	255
29 & 30 „	1866	107	80	6	10	—	1	204
Total		1,648	1,166	169	128	10	16	3,137

General List of Railway Acts passed from 1801 to the end of the Session of 1866.

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Surrey - - - -	1801	41 Geo. 3. c. 33. -	1
Great Western - -	*Carmarthenshire - - -	1802	42 Geo. 3. c. 80. -	2
	*Sirhowy - - - -	„	„ c. 115. -	
London, Brighton, & S. Coast	*Merstham - - - -	1803	43 Geo. 3. c. 35. -	1
Great Western - -	*Swansea and Oystermouth - -	1804	44 Geo. 3. c. 55. -	1
	Surrey - - - -	1805	45 Geo. 3. c. 5. -	1
London, Brighton, & S. Coast	Merstham - - - -	1806	46 Geo. 3. c. 93. -	2
	Surrey - - - -	„	„ c. 94. -	
Glasgow & South Western -	*Kilmarnock and Troon - -	1808	48 Geo. 3. c. 46. -	1
Great Western - -	*Gloucester and Cheltenham - -	1809	49 Geo. 3. c. 23. -	3
	*Forest of Dean - - -	„	„ c. 158. -	
„ „ - -	*Severn and Wye - - -	„	„ c. 159. -	
„ „ - -	*Monmouth - - - -	1810	50 Geo. 3. c. 123. -	2
„ „ - -	Severn and Wye - - -	„	„ c. 215. -	
„ „ - -	*Penclawdd - - - -	1811	51 Geo. 3. c. 106. -	5
	*Hay - - - - -	„	„ c. 122. -	
„ „ - -	*Newport - - - -	„	„ c. 123. -	
North Eastern - -	*Berwick and Kelso - - -	„	„ c. 133. -	
Great Western - -	Severn and Wye - - -	„	„ c. 193. -	
	Hay - - - - -	1812	52 Geo. 3. c. 106. -	3
„ „ - -	Newport - - - -	„	„ c. 107. -	
	*Anglesea - - - -	„	„ c. 142. -	
„ „ - -	Severn and Wye - - -	1814	54 Geo. 3. c. 42. -	2
„ „ - -	*Usk - - - - -	„	„ c. 101. -	
„ „ - -	Gloucester and Cheltenham - -	1815	55 Geo. 3. c. 41. -	1
	*Peak Forest - - - -	1816	56 Geo. 3. c. 29. -	1
Midland - - -	*Mansfield - - - -	1817	57 Geo. 3. c. 37. -	1
Great Western - -	*Kington - - - -	1818	58 Geo. 3. c. 63. -	1
	*South Devon - - - -	1819	59 Geo. 3. c. 119. -	1
	„ „ - - - -	1820	1 Geo. 4. c. 54. -	1
North Eastern - -	*Stockton and Witton Park Colliery; branches.	1821	1 & 2 Geo. 4. c. 44. -	3
Great Western - -	*Stratford to Moreton and Shipston -	„	„ c. 63. -	
South Devon - -	Plymouth and Dartmoor; alterations -	„	„ c. 125. -	
Great Western - -	Severn and Wye; amendments -	1822	3 Geo. 4. c. 75. -	1
North Eastern - -	Stockton and Darlington; alterations -	1823	4 Geo. 4. c. 33. -	1
„ „ - -	Stockton and Darlington; alterations; money.	1824	5 Geo. 4. c. 48. -	3
North British - -	*Palace Craig to Kirkintilloch - -	„	„ c. 49. -	
Cornwall - - -	*Redruth and Chasewater - -	„	„ c. 121. -	
London and North Western -	*Bolton to Leigh - - -	1825	6 Geo. 4. c. 18. -	11
„ „ „ -	*Cromford to Whaley - - -	„	„ c. 30. -	
Brecon and Merthyr Tydfil -	*Rumney, Abertyswg to Bassaleg -	„	„ c. 62. -	
Nantlle - - -	*Nantlle-Gloddfarlon to Carnarvon -	„	„ c. 63. -	
Llynvi Valley - -	*Duffryn, Llynvi, to Porth Cawl -	„	„ c. 104. -	
Manchester, Sheffield, and Lincolnshire.	Grimsby Dock - - -	„	„ c. 114. -	
Great Western - -	*New Pembry - - - -	„	„ c. 115. -	
South Eastern - -	*Whitstable to Canterbury - -	„	„ c. 120. -	
	*St. George at Portland, Dorset -	„	„ c. 121. -	
Great Western - -	Stratford to Moreton and Shipston; amendment.	„	„ c. 168. -	
North British - -	*Ryal to Whitburn, Lanark - - -	„	„ c. 169. -	
	*Heck Bridge to Wentbridge - -	1826	7 Geo. 4. c. 46. -	11
	Forest of Dean; additional powers -	„	„ c. 47. -	
„ - -	*Monkland and Kirkintilloch; Arbuckle and Ballochney to Kips.	„	„ c. 48. -	
London and North Western -	*Liverpool to Manchester - -	„	„ c. 49. -	
North British - -	*Edinburgh to Dalkeith - -	„	„ c. 98. -	
	*Manchester to Oldham - -	„	„ c. 99. -	
	*Monmouth Cop to Wye Bridge -	„	„ c. 100. -	
Caledonian - - -	*Dundee to Newtyle - - -	„	„ c. 101. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Caledonian	*Aber Dulais to Cwm Dulais	1826	7 Geo. 4. c. 102.	
	*Garnkirk to Glasgow	„	„ c. 103.	
	*(I.) Limerick to Carrick	„	„ c. 139.	
South Eastern	Nantlle; money	1827	7 & 8 Geo. 4. c. 3.	
	Canterbury and Whitstable; money	„	„ c. 11.	
	Heckbridge and Wentbridge; amendment.	„	„ c. 20.	
London and North Western	Liverpool and Manchester; amendment	„	„ c. 21.	6
Glasgow and South Western	*Johnstone to Ardrossan, by the Glasgow, Paisley, and Ardrossan Canal Company	„	„ c. 87.	
Caledonian	Garnkirk and Glasgow; amendment	„	„ c. 88.	
London and North Western	Liverpool and Manchester; alterations	1828	9 Geo. 4. c. 7.	
„ „	Bolton and Leigh; additional powers	„	„ c. 8.	
South Eastern	Canterbury and Whitstable; money	„	„ c. 29.	
North Eastern	*Stockton and Darlington; branch	„	„ c. 60.	
„	*Clarence, Haverton Hill, to Heighington, Durham.	„	„ c. 61.	
	Nanttle; time	„	„ c. 62.	10
	*Llanelly	„	„ c. 91.	
Llynvi Valley	*Porth Cawl; Bridgend branch	„	„ c. 92.	
Midland	*Bristol to Coalpit Heath	„	„ c. 93.	
	*Rodway to the Avon	„	„ c. 94.	
London and North Western	Liverpool and Manchester; alterations	1829	10 Geo. 4. c. 35.	
„ „	*West Leigh to Kenyon (Bolton and Leigh).	„	„ c. 36.	
„ „	*Newton to Warrington; and branches	„	„ c. 37.	
Llynvi Valley	Duffryn, Llynvi, and Porth Cawl; amendment.	„	„ c. 38.	
North Eastern	*Newcastle to Carlisle	„	„ c. 72.	9
„ „	Clarence (West Hartlepool); alterations	„	„ c. 106.	
Caledonian	*Chapel (Monkland), (Wishaw and Coltness).	„	„ c. 107.	
	*Thomas Chapel to Saundersfoot	„	„ c. 108.	
North British	*Edinburgh and Dalkeith (Leith bridge); money.	„	„ c. 122.	
Lancashire and Yorkshire	*Wigan to Newton	1830	11 Geo. 4 & 1 Will. 4. c. 56.	
London and North Western	*Warrington and Newton; extension	„	„ „ c. 57.	
Midland	*Leicester to Swannington; and four branches.	„	„ „ c. 58.	
North Eastern	*Leeds to Selby	„	„ „ c. 59.	8
Caledonian	Dundee to Newtyle; amendment	„	„ „ c. 60.	
	*Prescot to Runcorn Gap; branches; dock	„	„ „ c. 61.	
Caledonian	*Polloc to the Clyde; and branch	„	„ „ c. 62.	
„	Glasgow and Garnkirk; money	„	„ „ c. 125.	
London and North Western	Liverpool and Manchester; amendment	1831	1 Will. 4. c. 51.	
Lancashire and Yorkshire	*Wigan to Preston	„	„ c. 56.	
London and North Western	Bolton and Leigh; amendment	„	1 & 2 Will. 4. c. 11.	
	*Avon and Gloucester; alterations; branches.	„	„ c. 12.	
	*Rutherglen Green to Wellshot	„	„ c. 35.	
Caledonian	Polloc and Govan to the Clyde; amendment.	„	„ c. 58.	9
	*Manchester to Sheffield	„	„ c. 59.	
Lancashire and Yorkshire	*Manchester to Bolton and Bury, on canal line.	„	„ c. 60.	
	*(I.) Dublin and Kingstown	„	„ c. 69.	
North Eastern	Clarence; amendments	1832	2 & 3 Will. 4. c. 25.	
Belfast & Northern Counties	*(I.) Cavehill to Antrim	„	„ c. 35.	
London and North Western	*Liverpool and Manchester; branch	„	„ c. 46.	
	*Wadebridge to Wenford Bridge, Cornwall; and branch.	„	„ c. 47.	
London and North Western	*Portmadoc and Festiniog	„	„ c. 48.	
North Eastern	York, Newcastle, and Berwick; Hartlepool Docks.	„	„ c. 67.	9
Lancashire and Yorkshire	*Manchester, Bury, and Bolton; alterations; branches.	„	„ c. 69.	
North Eastern	Newcastle and Carlisle; money	„	„ c. 92.	
Bristol and Exeter	*Exeter and Crediton	„	„ c. 93.	
North Eastern	*Clarence; branches	1833	3 & 4 Will. 4. c. 4.	
London and North Western	*Grand Junction, Warrington to Birmingham.	„	„ c. 34.	
North Eastern	*Whitby to Pickering	„	„ c. 35.	
London and North Western	*London to Birmingham	„	„ c. 36.	
South Eastern	*London to Greenwich	„	„ c. 46.	
	Llanelly; amendment	„	„ c. 52.	11
Midland	*Leicester and Swannington; branches	„	„ c. 69.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Western - -	*Stratford and Moreton; Shipston branch.	1833	3 & 4 Will. 4. c. 70. -	
	*Swannington to Worthington; and branch.	,,	,, c. 71. -	
North Eastern - -	*Clarence; extension - - -	,,	,, c. 95. -	
North British - -	*Monkland and Kirkintilloch; branches	,,	,, c. 114. -	
Midland - - -	Bristol to Coalpit Heath; additional powers.	1834	4 & 5 Will. 4. c. 2. -	
London and North Western	St. Helen's and Runcorn Gap; additional powers.	,,	,, c. 3. -	
London and North Western / Lancashire and Yorkshire -	*Preston and Wigan; union with Wigan branch.	,,	,, c. 25. -	
North Eastern - -	*Blaydon to Hebburn (Durham), and six branches.	,,	,, c. 26. -	
	*(I.) Dublin and Kingstown; extension of line.	,,	,, c. 27. -	
Caledonian - - -	Wishaw and Coltness; extension of time.	,,	,, c. 41. -	14
London and North Western	*Grand Junction; Wolverhampton Branch.	,,	,, c. 55. -	
North Eastern - -	*Hartlepool to Durham - - -	,,	,, c. 56. -	
,, - -	* ,, (Moorsley to Usworth) -	,,	,, c. 57. -	
Cornwall - - -	*Hayle to Gwennap, Cornwall - -	,,	,, c. 68. -	
	Carmarthenshire; money - -	,,	,, c. 70. -	
North British - -	*Edinburgh and Dalkeith; extensions -	,,	,, c. 71. -	
London and South Western	*London to Southampton - -	,,	,, c. 88. -	
North Eastern - -	*Durham to Sunderland (Hartlepool) -	,,	,, c. 96. -	
London and North Western	*Warrington and Newton (Grand Junction).	1835	5 & 6 Will. 4. c. 8. -	
,, ,,	*Grand Junction; branches - -	,,	,, c. 9. -	
London, Brighton, & S. Coast	*Croydon - - - - -	,,	,, c. 10. -	
Lancashire and Yorkshire -	*Bolton Branch from the Canal -	,,	,, c. 30. -	
North Eastern - -	*Newcastle-upon-Tyne and Carlisle branch.	,,	,, c. 31. -	
North British - -	*Stanrig and Arbuckle, Lanark -	,,	,, c. 55. -	
London and North Western	*London and Birmingham; extension -	,,	,, c. 56. -	
North Eastern - -	Leeds and Selby; improvement -	,,	,, c. 57. -	
Lancashire and Yorkshire -	*Preston to Wyre - - - -	,,	,, c. 58. -	
	*Newport; Dock, Railway, and Stone Road.	,,	,, c. 75. -	20
South Eastern - -	Whitstable to Canterbury; improvement	,,	,, c. 82. -	
North Eastern - -	*Gateshead to South Shields and Monkwearmouth.	,,	,, c. 83. -	
Scottish North Eastern -	*Newtyle to Coupar Angus, Forfar -	,,	,, c. 84. -	
Glasgow and South Western	*Paisley to Renfrew - - -	,,	,, c. 85. -	
Scottish North Eastern -	*Newtyle to Eassie and Glammis -	,,	,, c. 92. -	
	*Bodmin and Wadebridge - -	,,	,, c. 93. -	
	*Llannelly; additional railways -	,,	,, c. 96. -	
North British - -	*Ballochney; extension - - -	,,	,, c. 97. -	
Great Western - -	*Bristol to London and Birmingham (Great Western.)	,,	,, c. 107. -	
Belfast and Northern Counties	(I.) Belfast and Cavehill; amendment -	,,	,, c. 112. -	
Midland - - -	*Birmingham to Gloucester - -	1836	6 & 7 Will. 4. c. 14. -	
Scottish North Eastern -	*Dundee to Abroath - - -	,,	,, c. 32. -	
Ulster - - -	*(I.) Belfast to Armagh - -	,,	,, c. 33. -	
Scottish North Eastern -	*Arbroath to Forfar - - -	,,	,, c. 34. -	
Midland - - -	*Birmingham and Derby Junction -	,,	,, c. 35. -	
	*Bristol to Exeter - - -	,,	,, c. 36. -	
London and North Western	*Aylesbury to London and Birmingham Railway.	,,	,, c. 37. -	
	Great Western; amendment - -	,,	,, c. 38. -	
,, ,,	Bolton and Leigh; amendment -	,,	,, c. 52. -	
North Eastern - -	Gateshead, South Shields, and Monkwearmouth; amendment.	,,	,, c. 57. -	
	*Deptford Pier Junction - -	,,	,, c. 63. -	
	*South Eastern - - - -	,,	,, c. 75. -	
North Eastern - -	*Newcastle to North Shields - -	,,	,, c. 76. -	
Great Western - -	*Cheltenham, Gloucester, and Cirencester	,,	,, c. 77. -	
Midland - - -	*Midland Counties - - -	,,	,, c. 78. -	
London and North Western / Great Western - -	*Birmingham, Bristol, and Thames Junction.	,,	,, c. 79. -	35
North Eastern - -	*Hull to Selby - - - -	,,	,, c. 80. -	
,, - -	*York to Altofts - - -	,,	,, c. 81. -	
	*Taff Vale, Merthyr Tydfil to Cardiff; branches.	,,	,, c. 82. -	
Caledonian - - -	Dundee to Newtyle; amendment -	,,	,, c. 102. -	
Great Eastern - -	*London to Cambridge - - -	,,	,, c. 103. -	
	*London Grand Junction - -	,,	,, c. 104. -	
North Eastern - -	*Great North of England (Tyne to Tees)	,,	,, c. 105. -	
Great Eastern - -	*Eastern Counties - - -	,,	,, c. 106. -	
Midland - - -	*North Midland (Leeds to Derby) -	,,	,, c. 107. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Romford to Shell Haven - -	1836	6 & 7 Will. 4. c. 108. -	
Midland - - -	*Sheffield to Rotherham - -	„	„ c. 109. -	
Cornwall - - -	Hayle; alterations - - -	„	„ c. 110. -	
Lancashire and Yorkshire -	*Manchester to Leeds - - -	„	„ c. 111. -	
London, Brighton, & S. Coast	London and Croydon; amendment -	„	„ c. 121. -	
Fleetwood, Preston, and West Riding Junction.	*Preston to Longridge - - -	„	„ c. 122. -	
London and Blackwall -	*Minories to Blackwall (Commercial) -	„	„ c. 123. -	
	*Tremoutha to Launceston - -	„	„ c. 124. -	
North British - -	*Edinburgh to Leith - - -	„	„ c. 131. -	
	*(I.)Dublin to Drogheda - -	„	„ c. 132. -	
Manchester, Sheffield, and Lincolnshire.	*Sheffield to Manchester - -	1837	7 Will. 4 c. 21. -	
London and North Western -	*Lancaster to Preston - - -	„	„ c. 22. -	
Midland - - -	North Midland; alterations - -	„	„ c. 23. -	
Lancashire and Yorkshire -	Manchester and Leeds; alterations -	„	„ c. 24. -	
North Eastern - -	Whitby and Pickering; amendment -	„	„ c. 25. -	
Midland - - -	Birmingham to Gloucester; „ -	„	„ c. 26. -	
London and North Western -	Liverpool and Manchester; „ -	„	„ c. 27. -	
Lancashire and Yorkshire -	Preston and Wyre; alteration - -	„	„ c. 28. -	
South Eastern - -	London to Greenwich; amendment -	„	„ c. 50. -	
London and North Western -	*Chester to Crewe - - -	„	1 Vict. c. 63. -	
„ „ -	London and Birmingham; amendment	„	„ c. 64. -	
Midland - - -	Birmingham and Derby; mistake -	„	„ c. 65. -	
„ - - -	Leicester and Swannington; money -	„	„ c. 66. -	
North Eastern - -	Durham and Sunderland; alteration -	„	„ c. 67. -	
„ - - -	York and North Midland „ -	„	„ c. 68. -	
London and North Western -	*Manchester to Chebsey (Manchester and Birmingham).	„	„ c. 69. -	
	Taff Vale; alteration - - -	„	„ c. 70. -	
London and South Western -	London and Southampton; alteration -	„	„ c. 71. -	
	Great Western; alteration - -	„	„ c. 91. -	
	* do. extension - -	„	„ c. 92. -	
	*South Eastern „ - -	„	„ c. 93. -	
North British - -	Slamannan; amendment - -	„	„ c. 94. -	
North Eastern - -	*Durham to Great North of England -	„	„ c. 95. -	42
Irish North Western -	*(I.)Dundalk to Ballybay - -	„	„ c. 96. -	
North Eastern - -	*Durham Junction to Houghton le Spring.	„	„ c. 97. -	
Caledonian - - -	Wishaw and Coltness; extension of time.	„	„ c. 100. -	
	*Maryport to Carlisle - -	„	„ c. 101. -	
North Eastern - -	*Great North of England; extension -	„	„ c. 102. -	
„ - -	Clarence; amendment - -	„	„ c. 103. -	
Great Southern and Western	*(I.)Dublin to Kilkenny - -	„	„ c. 104. -	
Glasgow and South Western	Kilmarnock and Troon; money, amendment.	„	„ c. 105. -	
	(I.)Dublin and Drogheda; alteration -	„	„ c. 106. -	
Great Western - -	*Chester to Birkenhead - - -	„	„ c. 107. -	
London and North Western				
	*(I.)Cork to Passage - - -	„	„ c. 108. -	
Caledonian - - -	*Glasgow, Paisley, and Greenock -	„	„ c. 116. -	
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock, and Ayr	„	„ c. 117. -	
Caledonian - - -	Polloc and Govan; continuation of powers.	„	„ c. 118. -	
London, Brighton, & S. Coast	*Croydon to Brighton, Shoreham, Newhaven and Lewes.	„	„ c. 119. -	
South Eastern - -	London and Greenwich; tolls - -	„	„ c. 120. -	
Lancashire and Yorkshire -	*Bolton to Preston - - -	„	„ c. 121. -	
North Eastern - -	*Bishop Auckland and Weardale -	„	„ c. 122. -	
London and Blackwall -	Commercial; amendment - -	„	„ c. 133. -	
South Eastern - -	London and Greenwich; extension of time.	1838	1 & 2 Vict. c. 4. -	
London, Brighton, & S. Coast	London and Croydon; amendment -	„	„ c. 20. -	
London and North Western -	St. Helen's and Runcorn Gap; money -	„	„ c. 21. -	
North Eastern - -	Brandling Junction; money - -	„	„ c. 22. -	
„ - -	Newcastle and Carlisle; money -	„	„ c. 23. -	
Great Western - -	Cheltenham to Great Western Union; alteration.	„	„ c. 24. -	
Lancashire and Yorkshire -	Manchester, Bolton, and Bury; money	„	„ c. 25. -	
	*Bristol and Exeter; branches - -	„	„ c. 26. -	
London and South Western -	*Taw Vale - - - -	„	„ c. 27. -	18
Lancashire and Yorkshire -	Bolton and Preston; extension	„	„ c. 56. -	
Midland - - -	Midland Counties „ - -	„	„ c. 57. -	
North British - -	*Edinburgh to Glasgow - -	„	„ c. 58. -	
London and North Western -	Grand Junction; amendment - -	„	„ c. 59. -	
Caledonian - - -	Garnkirk and Glasgow; amendment and money.	„	„ c. 60. -	
Scottish North Eastern -	Newtyle and Coupar Angus; money -	„	„ c. 61. -	
	Festiniog; further powers - -	„	„ c. 80. -	
Great Eastern - -	Eastern Counties; further powers -	„	„ c. 81. -	
Midland - - -	Birmingham and Derby; alteration -	„	„ c. 82. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Lancashire and Yorkshire	Preston and Wyre; amendment	1839	2 & 3 Vict. c. 1.	
London, Brighton, & S. Coast	London and Croydon; „		„ c. 18.	
South Eastern	London and Greenwich; „		„ c. 19.	
	Great Western; amendment, and money		„ c. 27.	
	*London and South Western (Portsmouth branch).		„ c. 28.	
London and North Western	London and Birmingham; money		„ c. 39.	
North Eastern	Great North of England; amendment		„ c. 40.	
London and North Western	*Liverpool and Manchester; extension		„ c. 41.	
	South Eastern; amendment		„ c. 42.	
North British	Edinburgh and Leith; alteration		„ c. 51.	
London, Brighton, & S. Coast	Croydon, Merstham, and Godstone; dissolution.		„ c. 52.	
Midland	North Midland; alteration		„ c. 53.	
Lancashire and Yorkshire	Preston and Wyre; consolidation		„ c. 54.	26
„ „	*Manchester and Leeds; extension		„ c. 55.	
Midland	*Bristol and Gloucestershire; extension		„ c. 56.	
North British	Slamannan; money		„ c. 57.	
Caledonian	Wishaw and Coltness; money		„ c. 58.	
North British	Ballochney; money		„ c. 59.	
London and North Western	*Manchester and Birmingham; extension		„ c. 69.	
North British	Monkland and Kirkintilloch; money		„ c. 70.	
	*West Durham		„ c. 71.	
	Deptford Pier Junction; amendment		„ c. 76.	
Great Eastern	Northern and Eastern; further powers		„ c. 77.	
„	*Northern and Eastern (Eastern Counties Junction).		„ c. 78.	
	South Eastern; alteration		„ c. 79.	
London and Blackwall	*Commercial Railway; extension		„ c. 95.	
Great Western London and North Western	Chester and Birkenhead; money	1840	3 & 4 Vict. c. 2.	
Midland	Sheffield and Rotherham; „		„ c. 3.	
London and North Western	Lancaster and Preston; „		„ c. 4.	
Lancashire and Yorkshire	North Union; „		„ c. 5.	
Scottish North Eastern	Arbroath and Forfar; „		„ c. 14.	
	South Eastern; alteration		„ c. 46.	
	Bristol and Exeter; further powers		„ c. 47.	
North Eastern	Newcastle and North Shields; money		„ c. 48.	
London and North Western	Chester and Crewe Grand Junction; amalgamation		„ c. 49.	
Midland	Birmingham and Derby; alteration		„ c. 51.	
Great Eastern	Northern and Eastern; abandonment of portion.		„ c. 52.	
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock, and Ayr; branch.		„ c. 53.	24
Llynvi Valley	Duffryn, Llynvi, and Porth Cawl; money		„ c. 70.	
Glasgow and South Western	Ardrossan and Johnstone; management		„ c. 104.	
London and North Western Great Western	Birmingham, Bristol, and Thames Junction; money.		„ c. 105.	
	(I.) Dublin to Drogheda; alteration		„ c. 106.	
Caledonian	*Glasgow, Paisley, and Greenock; branches		„ c. 107.	
North British	Edinburgh and Glasgow; amendment		„ c. 108.	
North Eastern	Hartlepool; money and extension of time		„ c. 109.	
	Taff Vale; amendment		„ c. 110.	
South Eastern	London and Greenwich; amendment		„ c. 127.	
„	„ station		„ c. 128.	
London, Brighton, & S. Coast	London and Croydon; station		„ c. 129.	
Midland	Midland Counties; further powers		„ c. 130.	
	London and South Western; amendment	1841	4 & 5 Vict. c. 1.	
Fleetwood, Preston, and West Riding Junction.	Preston and Longridge; money		„ c. 2.	
Caledonian	Glasgow, Paisley, and Greenock; money		„ c. 5.	
North Eastern	Durham and Sunderland; money		„ c. 6.	
„	York and North Midland; „		„ c. 7.	
Caledonian	Wishaw and Coltness; „		„ c. 11.	
	London and Blackwall; further powers		„ c. 12.	
Midland	North Midland; „		„ c. 13.	
Great Eastern	Eastern Counties; money		„ c. 14.	19
„	Northern and Eastern; alterations		„ c. 24.	
Lancashire and Yorkshire	Manchester and Leeds; money		„ c. 25.	
North Eastern	West Durham; „		„ c. 26.	
„	Great North of England; amendment		„ c. 38.	
	London and South Western; „		„ c. 39.	
Great Southern and Western	(I.) Great Leinster and Munster; „		„ c. 40.	
	Bristol and Exeter; „		„ c. 41.	
Great Eastern	*Northern and Eastern; branch		„ c. 42.	
North British	*Wilsontown, Morningside, and Coltness		„ c. 43.	
North Eastern	Newcastle and Carlisle; alterations		„ c. 44.	
Midland	Midland Counties; further powers	1842	5 & 6 Vict. c. 2.	
	South Eastern; money		„ c. 3.	
North Eastern	Brandling Junction; money		„ c. 4.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North British - -	Edinburgh & Glasgow; further powers	1842	5 & 6 Vict. c. 12. -	
Lancashire and Yorkshire -	Bolton and Preston; money - -	,,	,, c. 15. -	
Midland - - -	Birmingham and Derby; money -	,,	,, c. 16. -	
North Eastern - -	Great North of England, Clarence and Hartlepool; further powers.	,,	,, c. 17. -	
Manchester, Sheffield, and Lincolnshire.	Sheffield, Ashton, and Manchester; amendment.	,,	,, c. 18. -	
North Eastern - -	Stanhope and Tyne; dissolution and partial continuation.	,,	,, c. 27. -	
Great Western - -	Cheltenham and Great Western Union; amendment.	,,	,, c. 28. -	
Great Southern and Western	Glasgow, Paisley, Kilmarnock, and Ayr; further powers.	,,	,, c. 29. -	
	London and Blackwall; further powers	,,	,, c. 34. -	24
	*Saundersfoot; branches - -	,,	,, c. 35. -	
Midland - - -	Bristol and Gloucester; further powers	,,	,, c. 46. -	
	Saundersfoot; dock - - -	,,	,, c. 53. -	
North Eastern - -	*Newcastle and Darlington; branch -	,,	,, c. 80. -	
London and North Western -	*London and Birmingham; Coventry, Warwick, and Leamington.	,,	,, c. 81. -	
Great Eastern - -	*Great Yarmouth to Norwich - -	,,	,, c. 82. -	
Scottish North Eastern -	Dundee and Arbroath; money -	,,	,, c. 83. -	
North Eastern - -	Great North of England; portion abandoned.	,,	,, c. 84. -	
	Thames Haven; additional powers -	,,	,, c. 89. -	
,, - -	*Stockport & Hartlepool: incorporation	,,	,, c. 90. -	
South Eastern - -	London and Greenwich; amendment -	,,	,, c. 102. -	
London and North Western -	*Liverpool and Manchester; extension -	,,	,, c. 108. -	
,, ,,	Warwick and Leamington; purchase by London and Birmingham.	1843	6 & 7 Vict. c. 3. -	
,, ,,	Lancaster & Preston Junction; amendment.	,,	,, c. 4. -	
North Eastern - -	Hull and Selby; money - -	,,	,, c. 7. -	
,, - -	Great North of England; portion vested in Newcastle and Darlington Junction.	,,	,, c. 8. -	
Manchester, Sheffield, and Lincolnshire.	Sheffield, Ashton, and Manchester; money.	,,	,, c. 9. -	
	*Oxford to the Great Western - -	,,	,, c. 10. -	
London and North Western -	Cromford and High Peak; money -	,,	,, c. 18. -	
	London and Brighton; ,, -	,,	,, c. 27. -	
Great Eastern - -	*Northern and Eastern; extension -	,,	,, c. 28. -	
Liskeard and Caradon -	*Lamellion Bridge to Tokenbury Corner, &c., Cornwall.	,,	,, c. 43. -	
North Eastern - -	Clarence; money - - -	,,	,, c. 46. -	
Caledonian - - -	Glasgow, Paisley, & Greenock; further powers.	,,	,, c. 49. -	24
North British - -	Ballochney; amendment - -	,,	,, c. 50. -	
	*South Eastern; extension to Dover -	,,	,, c. 51. -	
	* ,, Maidstone Branch -	,,	,, c. 52. -	
Midland - - -	Birmingham and Gloucester; money -	,,	,, c. 53. -	
,, - - -	*Bristol and Gloucester; branch -	,,	,, c. 54. -	
London, Brighton, & S. Coast	*South Eastern; Bricklayer's Arms -	,,	,, c. 62. -	
Forth and Clyde Junction -	*Old Monkland and Bothwell, Lanark -	,,	,, c. 63. -	
London and North Western -	*London and Birmingham to Northampton and Peterborough.	,,	,, c. 64. -	
	Maryport and Carlisle; further powers	,,	,, c. 70. -	
North British - -	Monkland and Kirkintilloch; alteration and repeal.	,,	,, c. 79. -	
North Eastern - -	*Great North of England, Clarence, &c.; branch.	,,	,, c. 82. -	
Belfast & Northern Counties	(I.) Belfast & Cavehill; further powers	,,	,, c. 103. -	
London and North Western Lancashire and Yorkshire -	Bolton and Preston; purchase by North Union.	1844	7 & 8 Vict. c. 2. -	
	Great Western, Cheltenham, and Great Western Union and Oxford amalgamation.	,,	,, c. 3. -	
Great Eastern - -	Yarmouth and Norwich; further powers	,,	,, c. 4. -	
	*London and South Western to Guildford	,,	,, c. 5. -	
,, - -	*Norwich to Brandon and Thetford -	,,	,, c. 15. -	
Lancashire and Yorkshire -	*Manchester and Leeds to Heywood -	,,	,, c. 16. -	
London and North Western -	*Manchester and Birmingham to vary to Macclesfield; and branch.	,,	,, c. 17. -	
Midland - - -	North Midland, Midland Counties, and Birmingham and Derby; consolidation	,,	,, c. 18. -	
Great Eastern - -	Eastern Counties; mistake - -	,,	,, c. 19. -	
,, - -	,, lease of Northern and Eastern.	,,	,, c. 20. -	
North Eastern - -	Leeds and Selby; vested in York and North Midland; money.	,,	,, c. 21. -	
	*Furness - - - -	,,	,, c. 22. -	
	*New Quay Tram Roads - -	,,	,, c. 23. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
South Eastern - -	*South Eastern to Canterbury, Ramsgate, and Margate.	1844	7 & 8 Vict. c. 25. -	
North Eastern - -	*Pontop and South Shields; branch -	„	„ c. 26. -	
„ - -	Durham Junction; purchased by Newcastle and Darlington Junction.	„	„ c. 27. -	
Lancashire and Yorkshire -	*Blackburn to the North Union -	„	„ c. 34. -	
North Eastern - -	Northern & Eastern; deviations in the line	„	„ c. 35. -	
	*Maryport and Carlisle; branches -	„	„ c. 36. -	
London and North Western -	*Lancaster and Carlisle - - -	„	„ c. 37. -	
Lancashire and Yorkshire -	Preston and Wyre; amendment -	„	„ c. 55. -	
North British - -	*Edinburgh and Glasgow; extension -	„	„ c. 58. -	
Midland - - -	*Leeds to Bradford and to the North Midland.	„	„ c. 59. -	
Lancashire and Yorkshire -	*Manchester, Bury, and Rossendale -	„	„ c. 60. -	49
North Eastern - -	*York and North Midland to Scarborough and Pickering.	„	„ c. 61. -	
Great Eastern - -	*Eastern Counties, Cambridge, Ely, and Peterborough.	„	„ c. 62. -	
	*London and South Western to Salisbury	„	„ c. 63. -	
Whitehaven Junction -	*Whitehaven to Maryport - - -	„	„ c. 64. -	
London and North Western -	*Chester to Holyhead - - -	„	„ c. 65. -	
North British - -	*Edinburgh to Berwick and Haddington	„	„ c. 66. -	
London, Brighton, & S. Coast	*Shoreham to Chichester - -	„	„ c. 67. -	
	*South Devon - - - -	„	„ c. 68. -	
	*South Eastern, Folkestone, & Maidstone	„	„ c. 69. -	
North British - -	*Edinburgh and Glasgow, and Slamannan; connection.	„	„ c. 70. -	
Great Eastern - -	*Eastern Counties; branches - -	„	„ c. 71. -	
North British - -	*Edinburgh, Leith, and Newhaven; branches.	„	„ c. 81. -	
Lancashire and Yorkshire -	*Manchester and Leeds, Ashton and Stalybridge.	„	„ c. 82. -	
Manchester, Sheffield, and Lincolnshire.	*Sheffield, Ashton, and Manchester to Ashton and Stalybridge.	„	„ c. 83. -	
	*Taff Vale; extension - - -	„	„ c. 84. -	
Great Eastern - -	*Colchester to Ipswich - - -	„	„ c. 85. -	
	*London and South Western; extension	„	„ c. 86. -	
Caledonian - -	*Garnkirk and Glasgow; extension -	„	„ c. 87. -	
	*Mellorn to Black Rock, Cornwall -	„	„ c. 88. -	
London, Brighton, & S. Coast	*Lewes and Hastings - - -	„	„ c. 91. -	
„ „	*Croydon to Epsom - - -	„	„ c. 92. -	
„ „	London and Croydon; additional powers	„	„ c. 97. -	
Caledonian - - -	Wishaw and Coltness; alteration and part repeal.	„	„ c. 98. -	
Great Western - -	*North Wales Mineral - - -	„	„ c. 99. -	
Great Southern and Western of Ireland.	*(I.) Dublin to Cashel and Carlow -	„	„ c. 100. -	
Caledonian - - -	Glasgow, Garnkirk, and Coatbridge; improvement of gauge.	1845	8 & 9 Vict. c. 31. -	
London and North Western -	*Kendal and Windermere - -	„	„ c. 32. -	
„ „ -	Chester and Holyhead; completion -	„	„ c. 33. -	
North Eastern - -	York and North Midland; alteration of York and Scarborough line.	„	„ c. 34. -	
Lancashire and Yorkshire -	*Manchester, Bury, and Rossendale; extension to Blackburn, Burnley, Accrington, and Colne.	„	„ c. 35. -	
London and North Western -	*Leeds, Dewsbury, and Huddersfield -	„	„ c. 36. -	
„ „ -	*Dunstable to Leighton Buzzard -	„	„ c. 37. -	
Midland - - -	*Leeds and Bradford; Shipley to Colne and Haworth.	„	„ c. 38. -	
Lancashire and Yorkshire -	*Huddersfield and Sheffield Junction -	„	„ c. 39. -	
	*Great Western; Reading, Newbury, Hungerford, and Basingstoke.	„	„ c. 40. -	
Great Eastern - -	Yarmouth and Norwich and Norwich and Brandon; consolidation.	„	„ c. 41. -	
Liskeard and Caradon -	*Shrewsbury, Oswestry, and Chester Junction.	„	„ c. 42. -	
London and North Western -	*Bedford and Bletchley - -	„	„ c. 43. -	
Lancashire and Yorkshire -	*Blackburn, Darwen, and Bolton -	„	„ c. 44. -	
Great Eastern - -	*Lowestoft to Reedham and Lowestoft Harbour.	„	„ c. 45. -	
North British - -	Monkland and Kirkintilloch; improvement of gauge.	„	„ c. 46. -	
North Eastern - -	*Newcastle and North Shields; branches	„	„ c. 47. -	
Great Eastern - -	*Ely to Huntingdon - - -	„	„ c. 48. -	
	*Midland; Nottingham, Newark, and Lincoln.	„	„ c. 49. -	
Manchester, Sheffield, and Lincolnshire.	*Great Grimsby and Sheffield Junction -	„	„ c. 50. -	
North Eastern - -	*Hull and Selby; Bridlington branch -	„	„ c. 51. -	
London, Brighton, & S. Coast	*Brighton, Lewes, and Hastings; Keymer Junction.	„	„ c. 52. -	
Great Western - -	*Wilts, Somerset, and Weymouth -	„	„ c. 53. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Lancashire and Yorkshire	*Manchester and Leeds; branches and extensions.	1845	8 & 9 Vict. c. 54.	
Great Eastern	*Lynn to Ely	,,	,, c. 55.	
	*Midland; Peterborough branch	,,	,, c. 56.	
North Eastern	Whitby and Pickering; sale to York and North Midland.	,,	,, c. 57.	
,, ,,	*York and North Midland; Bridlington branch.	,,	,, c. 58.	
South Eastern	London and Greenwich; powers to lease the line to the South Eastern.	,,	,, c. 80.	
Belfast & Northern Counties	*(I.)Belfast to Ballymena, Carrickfergus, and Randalstown.	,,	,, c. 81.	
	North British; purchase of Edinburgh and Dalkeith.	,,	,, c. 82.	
London and North Western	*Lancaster and Carlisle; alteration and branch.	,,	,, c. 83.	
North Eastern	*York and North Midland; Harrogate	,,	,, c. 84.	
Great Eastern	*Eastern Counties and Thames Junction; Woolwich.	,,	,, c. 85.	
London and South Western	Guildford Junction; sale	,,	,, c. 86.	
Waterford and Limerick	*(I.)Waterford to Kilkenny and Kells	,,	,, c. 87.	
London and South Western	*Exeter to Crediton	,,	,, c. 88.	
	*Bristol and Exeter; Bridgwater quays	,,	,, c. 89.	
	Midland, and Sheffield and Rotheram; consolidation.	,,	,, c. 90.	
North British	*Edinburgh and Glasgow; branches	,,	,, c. 91.	
North Eastern	Newcastle and Darlington Junction; purchase of Brandling Junction.	,,	,, c. 92.	
London and South Western	*Southampton to Dorchester and Poole	,,	,, c. 93.	
Great Eastern	Eastern Union; money	,,	,, c. 94.	
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock, and Ayr; Cumnock branch.	,,	,, c. 95.	
Irish North Western	*(I.)Dundalk to Enniskillen	,,	,, c. 96.	
Great Eastern	*Eastern Union; Bury St. Edmund's branch.	,,	,, c. 97.	
Irish and North Western	*(I.)Londonderry to Enniskillen	,,	,, c. 98.	
Great Western / London and North Western	*Chester and Birkenhead; extension	,,	,, c. 99.	
	*Whitehaven and Furness Junction	,,	,, c. 100.	
Lancashire and Yorkshire	Manchester, Bury, and Rossendale; amendment.	,,	,, c. 101.	
North Eastern	*Great North of England; Richmond Branch.	,,	,, c. 102.	
Lancashire and Yorkshire	Blackburn and Preston; alterations	,,	,, c. 103.	
North Eastern	*Leeds to Thirsk; and branches	,,	,, c. 104.	
London and North Western	*Stalybridge to Kirkheaton with Huddersfield Canal.	,,	,, c. 105.	
	*North Wales	,,	,, c. 106.	121
London and South Western	Taw Vale; amendment	,,	,, c. 107.	
London and North Western	*Manchester and Birmingham; connexions.	,,	,, c. 108.	
Lancashire and Yorkshire	*Ashton, Stalybridge, and Liverpool Junction; Ardwick Branch.	,,	,, c. 109.	
Great Eastern	Eastern Counties; deviation	,,	,, c. 110.	
London and North Western / Manchester, Sheffield, and Lincolnshire	*Manchester South Junction and Altrincham.	,,	,, c. 111.	
London and North Western	*Stafford to Rugby	,,	,, c. 112.	
	*London and Brighton; Horsham Branch.	,,	,, c. 113.	
	*(I.)Ulster; Portadown to Armagh	,,	,, c. 114.	
Great Western	*North Wales Mineral; extension and branch.	,,	,, c. 115.	
London and North Western / Lancashire and Yorkshire	*North Union; branch	,,	,, c. 116.	
London and North Western	St. Helen's and Runcorn Gap; union with Sankey Brook navigation.	,,	,, c. 117.	
North Eastern	*Great North of England, Clarence, and Hartlepool Junction; branch.	,,	,, c. 118.	
	*(I.)Midland, Great Western of Ireland	,,	,, c. 119.	
	*Cockermouth to Workington	,,	,, c. 120.	
London and South Western	*Richmond	,,	,, c. 121.	
	*(I.)Cork to Bandon	,,	,, c. 122.	
London and North Western	*Liverpool and Manchester; extensions and branches.	,,	,, c. 123.	
	*(I.)Great Southern and Western; extensions to Cork and Limerick.	,,	,, c. 124.	
Lancashire and Yorkshire	*Preston and Wyre; branches	,,	,, c. 125.	
Great Eastern	*Lynn to East Dereham	,,	,, c. 126.	
North Eastern	*Middlesbro' and Redcar	,,	,, c. 127.	
	*(I.) Dublin and Drogheda; Howth ranch.	,,	,, c. 128.	
Newry and Armagh	*(I.) Newry to Enniskillen	,,	,, c. 129.	
Dublin and Belfast	*(I.) Drogheda to Portadown and Navan	,,	,, c. 130.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*(I.) Waterford to Limerick - -	1845	8 & 9 Vict. c. 131. -	
North Eastern - -	*Wear Valley - - - -	,,	,, c. 152. -	
Scottish North Eastern -	*Aberdeen - - - -	,,	,, c. 153. -	
Great Eastern - -	*Norwich and Brandon; East Dereham Branch.	,,	,, c. 154. -	
	*Bristol and Exeter; extension and branches.	,,	,, c. 155. -	
London and North Western Great Western - -	London and Birmingham; lease of West London.	,,	,, c. 156. -	
Caledonian - - -	*Dundee and Perth - - -	,,	,, c. 157. -	
North British - - -	*Edinburgh and Northern - -	,,	,, c. 158. -	
Taff Vale - - -	*Aberdare - - - -	,,	,, c. 159. -	
Caledonian - - -	*Clydesdale Junction - - -	,,	,, c. 160. -	
,, - - -	*Scottish Central - - -	,,	,, c. 161. -	
	*Caledonian - - - -	,,	,, c. 162. -	
North Eastern - -	*Newcastle and Berwick - -	,,	,, c. 163. -	
North British - -	*Edinburgh and Hawick; branch -	,,	,, c. 164. -	
	*London and South Western; extensions	,,	,, c. 165. -	
Lancashire and Yorkshire -	*Liverpool to Wigan, Bolton, and Bury	,,	,, c. 166. -	
	*South Eastern; Tunbridge Wells Branch.	,,	,, c. 167. -	
South Eastern - -	Gravesend to Rochester, by Thames and Medway Canal Company; money.	,,	,, c. 168. -	
Monmouthshire - -	*Newport to Pontypool, by Monmouthshire Canal Company.	,,	,, c. 169. -	
Scottish North Eastern -	*Perth to Forfar - - - -	,,	,, c. 170. -	
Lancashire and Yorkshire -	Manchester and Leeds; money - -	,,	,, c. 171. -	
,, ,, -	*Manchester and Leeds; Pontefract and Goole branch.	,,	,, c. 172. -	
Midland - - -	Leeds and Bradford; mistake - -	,,	,, c. 181. -	
North British - -	*Glasgow Junction - - -	,,	,, c. 182. -	
Midland - - -	*Birmingham and Gloucester; extensions and junction with Midland.	,,	,, c. 183. -	
Great Western - -	*Oxford to Worcester and Wolverhampton.	,,	,, c. 184. -	
	London and South Western; purchase of Guildford Junction.	,,	,, c. 185. -	
	South Eastern; widening Greenwich Line.	,,	,, c. 186. -	
Belfast & Northern Countries	* (I.) Londonderry to Coleraine, & Newtown Limavady.	,,	,, c. 187. -	
Great Western - -	*Oxford to Rugby - - - -	,,	,, c. 188. -	
Midland - - -	*Erewash Valley - - -	,,	,, c. 189. -	
Great Western - -	*South Wales - - - -	,,	,, c. 190. -	
,, - - -	*Monmouth to Hereford, Junction with Forest of Dean.	,,	,, c. 191. -	
Caledonian - - -	*Glasgow, Barrhead, and Neilston direct	,,	,, c. 192. -	
London, Brighton, & S. Coast	London and Croydon; widening Greenwich and Croydon Lines.	,,	,, c. 196. -	
	South Eastern; purchase of Canterbury and Whitstable, &c.	,,	,, c. 197. -	
London and North Western -	Bolton and Leigh, Kenyon and Leigh Junction, Liverpool and Manchester, and Grand Junction; consolidation.	,,	,, c. 198. -	
London, Brighton, & S. Coast	*Brighton and Chichester; Portsmouth and Fareham branch.	,,	,, c. 199. -	
South Eastern - -	*Brighton, Lewes, and Hastings; Ashford branch.	,,	,, c. 200. -	
Great Eastern - -	*Eastern Counties; Cambridge to Huntingdon.	,,	,, c. 201 -	
Manchester, Sheffield, and Lincolnshire.	Grimsby Dock - - - - -	,,	,, c. 202. -	
	*London and Blackwall, and Eastern Counties; Stepney Junction.	,,	,, c. 203. -	
Great Eastern - -	Lowestoft Harbour; sale - -	1846	9 & 10 Vict. c. 28. (*Priv.*)	
	Great Western; purchase of railways -	,,	,, c. 14. -	
	*Midland; alterations and branches -	,,	,, c. 51. -	
Great Eastern - -	*Maldon to Braintree - - -	,,	,, c. 52. -	
,, - - -	*Eastern Union and Hadleigh Junction	,,	,, c. 53. -	
	*London and Brighton; East Grinstead branch.	,,	,, c. 54. -	
	*South Eastern; Rye branch -	,,	,, c. 55. -	
	,, Ashford station, &c. -	,,	,, c. 56. -	
North British - -	Edinburgh, Leith, and Granton; additional powers.	,,	,, c. 57. -	
North Eastern - -	*Newcastle and Darlington Junction; Malton and Hemsley Branch.	,,	,, c. 58. -	
,, - - -	*York and North Midland; Castleton Branch.	,,	,, c. 59. -	
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock, and Ayr Branches.	,,	,, c. 60. -	
,, ,,	*Glasgow, Paisley, Kilmarnock, and Ay Branches.	,,	,, c. 61. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock, and Ayr; Strathaven Branch.	1846	9 & 10 Vict. c. 62.	-
London, Brighton, & S. Coast	*Brighton, Lewes, and Hastings; branches.	„	„ c. 63.	-
	*South Eastern; extensions - -	„	„ c. 64.	-
North Eastern - -	*York and North Midland; branches -	„	„ c. 65.	-
„ - - -	* „ „ -	„	„ c. 66.	-
London and North Western	*London and Birmingham; Rugby to Stamford.	„	„ c. 67.	-
London, Brighton, & S. Coast	*Brighton and Chichester; Littlehampton Branch.	„	„ c. 68.	-
„ „	*Brighton and Chichester; Steyning -	„	„ c. 69.	-
North British - -	*Edinburgh and Glasgow; South Queensferry branch.	„	„ c. 70.	-
	*Great Northern - - -	„	„ c. 71.	-
„ - -	Edinburgh and Northern; purchase of Ferry across the Tay.	„	„ c. 72.	-
	*North British; branches - -	„	„ c. 73.	-
	* „ „ - -	„	„ c. 74.	-
Scottish North Eastern -	*Scottish Midland Junction; branches	„	„ c. 75.	-
Great Eastern - -	*Eastern Counties; branches - -	„	„ c. 76.	-
North Eastern - -	*York and North Midland; branches -	„	„ c. 77.	-
Scottish North Eastern -	Arbroath and Forfar; money - -	„	„ c. 78.	-
North British - -	*Edinburgh and Northern; branch -	„	„ c. 79.	-
London and North Western	*Manchester and Birmingham; branch to Bollington.	„	„ c. 80.	-
North British - -	*Caledonian & Dumbartonshire Junction	„	„ c. 81.	-
London and North Western	*Oxford to Bletchley - - -	„	„ c. 82.	-
	*Direct London and Portsmouth -	„	„ c. 83.	-
North Staffordshire - -	*Manchester and Birmingham: Harecastle Branch -	„	„ c. 84.	-
„ - - -	* „ Colwich „ -	„	„ c. 85.	-
„ - - -	* „ Junction with Birmingham and Derby and Stoke Branch.	„	„ c. 86.	-
Belfast and County Down -	*(I.) Belfast to Downpatrick and branches	„	„ c. 87.	-
Great Northern - -	*East Lincolnshire - - -	„	„ c. 88.	-
North Eastern - -	*York and North Midland; improvement, York to Leeds.	„	„ c. 89.	-
	*Liverpool, Manchester, and Newcastle-on-Tyne.	„	„ c. 90.	-
Great Western - - } London and North Western }	*Birkenhead Lancashire, and Cheshire Junction.	„	„ c. 91.	-
Midland - - -	*North Western - - -	„	„ c. 92.	-
	*Boston, Stamford, and Birmingham -	„	„ c. 93.	-
North Eastern - -	*Newcastle and Darlington Junction; Boroughbridge Branch.	„	„ c. 95.	-
„ - - -	*Newcastle and Darlington Junction; Bedale Branch.	„	„ c. 96.	-
Great Eastern - -	*Eastern Union; Junction with Eastern Counties.	„	„ c. 97.	-
Manchester, Sheffield, and Lincolnshire.	*Great Grimsby and Sheffield Junction: alterations and Caistor branch -	„	„ c. 98.	-
„ „	* „ „ „ Barton „ -	„	„ c. 99.	-
„ „	* „ „ „ Newark „ -	„	„ c. 100.	-
„ „	„ Steam across the Humber -	„	„ c. 101.	-
	*Midland; branches - - -	„	„ c. 102.	-
	*Great North of Scotland - -	„	„ c. 103.	-
North British - -	Ballochney; improvement of gauge -	„	„ c. 104.	-
Great Western - -	*South Wales Railway to Bristol -	„	„ c. 105.	-
North British - -	*Slamannan; branches - - -	„	„ c. 107.	-
London and South Western	*Exeter and Exmouth - - -	„	„ c. 129.	-
Caledonian - - -	*General Terminus and Glasgow Harbour Railway.	„	„ c. 130.	-
	London and South Western; contracts with other companies.	„	„ c. 131.	-
Great Eastern - -	Norfolk; purchase of Lowestoft -	„	„ c. 132.	-
Scottish North Eastern -	*Dundee and Arbroath; extensions -	„	„ c. 133.	-
Great North of Scotland -	*Alford Valley - - - -	„	„ c. 134.	-
	*Great North of Scotland; (eastern extension).	„	„ c. 135.	-
North British - -	*Edinburgh and Northern; extension to Newport.	„	„ c. 136.	-
	*Scottish Grand Junction - -	„	„ c. 137.	-
„ - -	*Edinburgh and Northern; Dunfermline Branch.	„	„ c. 138.	-
„ - -	*Edinburgh and Northern; Junction with Scottish Central at Hilton.	„	„ c. 139.	-
Great Southern and Western	*(I.) Great Leinster and Munster; Clonmel Branch.	„	„ c. 140.	-
Caledonian - - -	*Glasgow, Barrhead, and Neilson Direct; Strathaven Branch.	„	„ c. 141.	-
„ - - -	*Glasgow, Barrhead, and Neilson Direct; branches.	„	„ c. 142.	-

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Caledonian - - -	*Glasgow, Paisley, & Greenock; branch, pier, and wharf.	1846	9 & 10 Vict. c. 143. -	
	Thames Haven; extension of time -	,,	,, c. 144. -	
	*Bridgewater to Stolford, by Bridgewater and Taunton Canal Company.	,,	,, c. 145. -	
	*(I.)Cork, Blackrock, and Passage West	,,	,, c. 148. -	
North Eastern - -	*Leeds and Thirsk; Junction with Stockton and Hartlepool Railway.	,,	,, c. 149. -	
	*Scottish Central; branch - -	,,	,, c. 150. -	
North British - -	*Samannan; branch - - -	,,	,, c. 151. -	
London and North Western	London and Birmingham; enlargement of London stations.	,,	,, c. 152. -	
North Eastern - -	Leeds and Thirsk; deviations in St. Helen's Branch.	,,	,, c. 153. -	
,, - -	Leeds and Thirsk; alteration.	,,	,, c. 154. -	
Great Northern - -	*Ambergate; branches and purchase of canals.	,,	,, c. 155. -	
	*Midland; branches from Erewash Valley.	,,	,, c. 156. -	
	*Midland; junction with Nottingham and Lincoln.	,,	,, c. 157. -	
	*Deeside - - - -	,,	,, c. 158. -	
Glasgow and South Western	*Glasgow Kilmarnock, and Ardrossan; with purchase of Ardrossan.	,,	,, c. 159. -	
North British - -	*Wilsontown, Morningside, and Coltness: Branch - - - -	,,	,, c. 160. -	
,, - - -	* ,, to Shotts and Climpy -	,,	,, c. 161. -	
,, - - -	* ,, to Bathgate - -	,,	,, c. 162. -	
	*Midland; Nottingham to Mansfield -	,,	,, c. 163. -	
North Eastern - -	*East and West Yorkshire Junction -	,,	,, c. 164. -	
North British - -	*Stirlingshire Midland Junction -	,,	,, c. 165. -	
	*Great Western; Uxbridge Branch -	,,	,, c. 166. -	
Great Southern and Western	*(I.)Wexford to Carlow - - -	,,	,, c. 167. -	
,, ,, -	(I.)Great Leinster and Munster; amendment.	,,	,, c. 168. -	
Great Eastern - -	*Norfolk; Wells and Blakeney Branch -	,,	,, c. 169. -	
Great Northern - -	*Royston to Hitchin - - -	,,	,, c. 170. -	
South Eastern - -	*Reading to Guildford and Reigate -	,,	,, c. 171. -	
Great Eastern - -	*Chesterford to Newmarket and Cambridge.	,,	,, c. 172. -	
	*London and South Western: Farnham and Alton Branch -	,,	,, c. 173. -	
	* ,, Chertsey and Egham Branch -	,,	,, c. 174. -	
	* ,, Hampton Court Bridge Branch -	,,	,, c. 175. -	
Caledonian - - -	*Dunblane, Doune, and Callander -	,,	,, c. 176. -	
North Eastern - -	*Wharfdale - - - -	,,	,, c. 177. -	
Great Northern of Scotland -	*Morayshire - - - -	,,	,, c. 178. -	
North British - -	*Monkland and Kinkintilloch; junction with Glasgow, Garnkirk, and Coatbridge, and branches.	,,	,, c. 179. -	
Caledonian - - -	*Scottish Central; Denny Branch -	,,	,, c. 180. -	
	*Bristol and Exeter; Crewkerne Branch	,,	,, c. 181. -	
London and North Western -	London and Birmingham; vesting in them the Aylesbury.	,,	,, c. 182. -	
,, - - ,, -	*St. Helen's Canal & Railway; branches	,,	,, c. 183. -	
Midland - - -	*Heysham (Morecambe Bay) Harbour, Docks and Railway.	,,	,, c. 184. -	
Lancashire and Yorkshire -	*Wakefield, Pontefract, and Goole; branches.	,,	,, c. 185. -	
Manchester, Sheffield, and Lincolnshire.	*Sheffield, Ashton, and Manchester; branches and station.	,,	,, c. 187. -	
Caledonian - - -	*Glasgow, Paisley, and Greenock; branch	,,	,, c. 188. -	
,, - - -	*Scottish Central; terminal branch at Perth.	,,	,, c. 189. -	
North British - - -	*East of Fife - - - -	,,	,, c. 190. -	
Caledonian - - -	*Scottish Central; Crieff Branch -	,,	,, c. 191. -	
Midland - - - } London and North Western }	*Manchester, Buxton, Matlock, and Midlands Junction.	,,	,, c. 192. -	
London and North Western	*Grand Junction; branch - -	,,	,, c. 193. -	
Great Southern and Western	*(I.)Mallow to Fermoy - - -	,,	,, c. 194. -	
Waterford and Limerick -	*(I.)Limerick to Ennis - - -	,,	,, c. 195. -	
	*(I.)Great Southern and Western: Extension - - - -	,,	,, c. 196. -	
	* ,, (I.)Branch - - - -	,,	,, c. 197. -	
	* ,, (I.)Clonmel Branch - -	,,	,, c. 198. -	
Dublin, Wicklow, & Wexford	*(I). Dublin, Dundrum, & Rathfarnham	,,	,, c. 199. -	
Great Southern and Western	*(I.)Killarney Junction - - -	,,	,, c. 200. -	
Caledonian - - -	*Glasgow, Barrhead, and Neilston Direct; junction with Caledonian.	,,	,, c. 201. -	
North British - - -	*Stirling and Dunfermline - -	,,	,, c. 202. -	
	*Midland; branch, and purchase of Ashby Canal.	,,	,, c. 203. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
London and North Western -	London and Birmingham, Grand Junction, and Manchester and Birmingham; consolidation.	1846	9 & 10 Vict. c. 204. -	
North Eastern - -	*Eastern Counties; Epping Branch -	,,	,, c. 205. -	
Caledonian - - -	*Wishaw and Coltness; branches -	,,	,, c. 206. -	
North Eastern - -	*Newcastle and Berwick; branch -	,,	,, c. 207. -	
Dublin, Wicklow, & Wexford	*(I.)Waterford, Wexford, Wicklow, and Dublin.	,,	,, c. 208. -	
Great Southern and Western	*(I.)Templemore to Nenagh - -	,,	,, c. 209. -	
	*(I.)Midland Great Western of Ireland; deviation and branch.	,,	,, c. 210. -	
Glasgow and South Western	Glasgow, Paisley, Kilmarnock and Ayr; lease of Kilmarnock and Troon.	,,	,, c. 211. -	
Lancashire and Yorkshire -	Wakefield, Pontefract, and Goole; station.	,,	,, c. 212. -	
	*(I.)Dublin and Kingstown; Bridge of Bray Extension.	,,	,, c. 213. -	
London and South Western -	*Chard; by Chard Canal Company -	,,	,, c. 215. -	
	*(I.)Midland Great Western; Mullingar to Athlone.	,,	,, c. 224. -	
Caledonian - - -	*Dundee and Perth; extension - -	,,	,, c. 228. -	
	*Caledonian; branches - - -	,,	,, c. 229. -	
Manchester, Sheffield, and Lincolnshire.	*Whaley Bridge and Hayfield; branches	,,	,, c. 230. -	
London and North Western } Lancashire and Yorkshire - }	Grand Junction; vesting them with Manchester and Leeds and North Union.	,,	,, c. 231. -	
London and North Western -	*Birmingham, Lichfield, and Manchester	,,	,, c. 232. -	
,, ,, -	*Oxford and Bletchley Junction; Buckingham to Brackley.	,,	,, c. 233. -	
London Brighton, & S. Coast	*London and Croydon; Deptford Branch	,,	,, c. 234. -	
North Eastern - -	Newcastle and Darlington; purchase of Durham and Sunderland Railway and Wearmouth Dock.	,,	,, c. 235. -	
	*Great Western; High Wycombe branch	,,	,, c. 236. -	
Glasgow and South Western	*Ayrshire and Bridge of Weir - -	,,	,, c. 237. -	
	*South Devon; Ashburton Branch -	,,	,, c. 238. -	
Great Western - -	*South Wales; branches - -	,,	,, c. 239. -	
,,	*Gloucester and Dean Forest - -	,,	,, c. 240. -	
North Eastern - -	Hull and Selby; power to sell to York and North Midland, or Manchester and Leeds.	,,	,, c. 241. -	272
,,	Great North of England; power to sell or lease to Newcastle and Darlington Junction.	,,	,, c. 242. -	
	Midland; investment of Leicester and Swannington.	,,	,, c. 243. -	
London and North Western	London and Birmingham; arrangements with Birmingham Canal Company.	,,	,, c. 244. -	
	*(I.)Newry, Warrenpoint, and Rostrevor	,,	,, c. 245. -	
	*Fleetwood, Preston, and West Riding Junction.	,,	,, c. 246. -	
North Eastern - -	York and North Midland; widening -	,,	,, c. 247. -	
London and North Western	*London and Birmingham; extensions of line and stations.	,,	,, c. 248. -	
	Caledonian; deviation - -	,,	,, c. 249. -	
Great Western - -	*North Wales Mineral; branches and deviation.	,,	,, c. 250. -	
,,	Shrewsbury, Oswestry, and Chester Junction, and North Wales Mineral; consolidation.	,,	,, c. 251. -	
London and South Western	*Guildford Junction; power to sell; and branches.	,,	,, c. 252. -	
London and North Western	*Coventry, Nuneaton, Birmingham, and Leicester.	,,	,, c. 253. -	
	*Midland:			
	Extension to Birmingham -	,,	,, c. 254. -	
	Purchase of Oakham Canal -	,,	,, c. 255. -	
Great Western - -	*Tenby, Saundersfoot, and South Wales	,,	,, c. 256. -	
London and North Western	*Lancaster and Carlisle; extensions -	,,	,, c. 257. -	
Great Eastern - -	Eastern Counties; stations - -	,,	,, c. 258. -	
London and North Western	*Huddersfield and Manchester; alteration; branch.	,,	,, c. 259. -	
	*Northern Counties Union - -	,,	,, c. 260. -	
London and North Western	*Grand Junction; five branches -	,,	,, c. 261. -	
,, ,,	*Leeds, Dewsbury, and Manchester; deviations, extensions, and branches.	,,	,, c. 262. -	
North British - -	*Glasgow, Airdrie, and Monklands Junction.	,,	,, c. 263. -	
North Eastern - -	*Newcastle and Darlington; branches -	,,	,, c. 264. -	
Lancashire and Yorkshire -	*Blackburn, Clitheroe, and North Western Junction.	,,	,, c. 265. -	
,, ,,	*Blackburn and Preston; branches -	,,	,, c. 266. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Manchester, Sheffield, and Lincolnshire.	Sheffield, Ashton, and Manchester; vesting in them Peak Forest and Macclesfield Canals.	1846	9 & 10 Vict. c. 267. -	
,, ,,	Sheffield, Ashton, and Manchester; Sheffield and Lincolnshire Junction; Sheffield and Lincolnshire Extension; and Great Grimsby and Sheffield; amalgamation.	,,	,, c. 268. -	
Great Eastern - -	Ely and Huntingdon; amendment -	,,	,, c. 270. -	
Lancashire and Yorkshire -	Manchester, Bury, and Bolton Canal and Railway; money.	,,	,, c. 271. -	
,, ,,	Leeds and Bradford; alteration of levels	,,	,, c. 272. -	
	London and Blackwall; widening -	,,	,, c. 273. -	
Great Western - - -	*Shrewsbury, Oswestry, and Chester Junction: Crickheath and Wem; money.	,,	,, c. 274. -	
	* ,, Extensions - -	,,	,, c. 275. -	
Lancashire and Yorkshire -	*East Lancashire; alterations, branches	,,	,, c. 276. -	
,, ,,	Huddersfield and Sheffield Junction; incorporated with Manchester and Leeds.	,,	,, c. 277. -	
Great Western - -	Oxford, Worcester, and Wolverhampton; alterations.	,,	,, c. 278. -	
	*Furness; extensions - - -	,,	,, c. 279. -	
Great Eastern - -	*Ipswich and Bury St. Edmunds; branches.	,,	,, c. 280. -	
	*London and Brighton; Wandsworth branch.	,,	,, c. 281. -	
Lancashire and Yorkshire -	Liverpool and Bury; incorporated with Manchester and Leeds.	,,	,, c. 282. -	
	London and Brighton, London and Croydon; consolidation.	,,	,, c. 283. -	
London and North Western	*South Staffordshire Junction - -	,,	,, c. 300. -	
Lancashire and Yorkshire -	*Leeds and Bradford; junction -	,,	,, c. 301. -	
,, ,,	Blackburn and Preston, East Lancashire; consolidation.	,,	,, c. 302. -	
Great Western - -	*Newport, Abergavenny, and Hereford -	,,	,, c. 303. -	
Manchester, Sheffield, and Lincolnshire.	*Sheffield to Gainsborough - -	,,	,, c. 304. -	
	*South Eastern; Woolwich and Gravesend.	,,	,, c. 305. -	
Lancashire and Yorkshire London and North Western	*Manchester and Leeds; branches: Preston and Wyre; amalgamation.	,,	,, c. 306. -	
Great Western - -	*Shrewsbury and Birmingham - -	,,	,, c. 307. -	
,, ,,	*Shrewsbury, Wolverhampton, and South Staffordshire Junction.	,,	,, c. 308. -	
London and North Western	*London and Birmingham; branch -	,,	,, c. 309. -	
Lancashire and Yorkshire -	Blackburn, Darwen and Bolton; alteration.	,,	,, c. 310. -	
	*Midland; alteration of Leicester and Swannington branches.	,,	,, c. 311. -	
Lancashire and Yorkshire -	*Liverpool and Bury; branches -	,,	,, c. 312. -	
Great Western - -	*Wilts, Somerset, and Weymouth; extensions.	,,	,, c. 313. -	
	*Caledonian; extensions - -	,,	,, c. 314. -	
,, - -	*Birmingham Wolverhampton and Dudley.	,,	,, c. 315. -	
London and North Western -	*Trent Valley Midlands, and Grand Junction.	,,	,, c. 316. -	
	*Strathlay and Breadalbane - -	,,	,, c. 317. -	
Irish North Western -	*(I.)Londonderry & Enniskillen; Omagh Branch.	,,	,, c. 318. -	
Manchester, Shieffield, and Lincolnshire.	*Sheffield and Lincolnshire Junction; Lincoln Branch.	,,	,, c. 319. -	
	*Whitehaven and Furness Junction; extension.	,,	,, c. 320. -	
	*(I.)Armagh to Portrush, &c. - - -	,,	,, c. 321. -	
London and North Western -	*Grand Junction; Wolverhampton Branch.	,,	,, c. 322. -	
,, ,,	*Shrewsbury to Stafford and Stone -	,,	,, c. 323. -	
,, ,,	*Newtown to Crewe - - - -	,,	,, c. 324. -	
London and North Western Great Western - -	*Shrewsbury and Hereford - -	,,	,, c. 325. -	
	Midland, Bristol, and Gloucester and Birmingham and Gloucester; consolidation.	,,	,, c. 326. -	
	North Wales; amendment - -	,,	,, c. 327. -	
London and North Western -	*Birmingham to Wolverhampton; Bushbury and Dudley - -	,,	,, c. 328. -	
	Caledonian; for sale of Glasgow, Garnkirk and Coatbridge.	,,	,, c. 329. -	
North Eastern -	Newcastle and Darlington Junction; sale of Pontop and South Shields.	,,	,, c. 330. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
London and North Western -	*London and Birmingham; Nuneaton Branch.	1846	9 & 10 Vict. c. 331. -	
	*Edinburgh and Bathgate - -	,,	,, c. 332. -	
	Surrey; sale and dissolution - -	,,	,, c. 333. -	
Caledonian - - -	*Glasgow Garnkirk and Coatbridge; extension.	,,	,, c. 334. -	
	*Cornwall - - - -	,,	,, c. 335. -	
	*West Cornwall - - - -	,,	,, c. 336. -	
Great Western - -	*Birmingham and Oxford Junction -	,,	,, c. 337. -	
,,	* ,, ,, ; extension.	,,	,, c. 338. -	
	South Eastern; purchase of Gravesend and Rochester Railway and Canal.	,,	,, c. 339. -	
Midland - - - -	*Birmingham and Gloucester; Hales Owen Branch - - -	,,	,, c. 340. -	
	*Vale of Neath - - - -	,,	,, c. 341. -	
London and North Western -	*Cockermouth and Workington Extension.	,,	,, c. 342. -	
	*(I.)Sligo and Shannon - - -	,,	,, c. 343. -	
	*Bristol and Portbury - - -	,,	,, c. 344. -	
Great Eastern -	Eastern Counties; exemption from Cambridge Improvement tolls.	,,	,, c. 345. -	
	*Great Northern; Ufford to Crowland -	,,	,, c. 352. -	
	*Llynvi Valley - - - -	,,	,, c. 353. -	
Lancashire and Yorkshire -	*Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole.	,,	,, c. 354. -	
London and South Western	*Taw Vale; extension - - -	,,	,, c. 355. -	
Great Eastern - -	*Wisbeach, St. Ives, and Cambridge Junction.	,,	,, c. 356. -	
,, - - -	*Northern and Eastern Counties; Edmonton extension.	,,	,, c. 357. -	
	*Midland; Worksop extension and consolidation of railway and Canal from Chesterfield to the Trent.	,,	,, c. 358. -	
London and North Western -	*London and Birmingham; extension -	,,	,, c. 359. -	
	*(I.)Kilkenny and Great Southern and Western.	,,	,, c. 360. -	
Great Eastern - -	*Eastern Counties; extensions - -	,,	,, c. 367. -	
London and North Western	*London and Birmingham; Rugby to Leamington.	,,	,, c. 368. -	
London and North Western / Great Western - -	West London; improvement - -	,,	,, c. 369. -	
	*London and South Western; Whitchurch, Andover, and Salisbury.	,,	,, c. 370. -	
	*Monmouthshire Canal Company; Newport and Pontypool Railway and branches.	,,	,, c. 371. -	
Glasgow and South Western	*Glasgow, Dumfries, and Carlisle -	,,	,, c. 372. -	
North British - -	*Airdrie and Bathgate Junction -	,,	,, c. 377. -	
Lancashire and Yorkshire -	Manchester and Leeds; incorporation of Manchester, Bury, and Bolton Canal and Railway.	,,	,, c. 378. -	
	Caledonian; amalgamation, Polloc, and Govan, and Clydesdale Junction.	,,	,, c. 379. -	
London and North Western -	*Huddersfield and Manchester; Oldham branch.	,,	,, c. 380. -	
Lancashire and Yorkshire -	*Liverpool, Ormskirk, and Preston -	,,	,, c. 381. -	
,, -	*West Riding Union - - -	,,	,, c. 390. -	
	*London and South Western; Thames extension.	,,	,, c. 391. -	
Glasgow and South Western	*Glasgow and Belfast Union - -	,,	,, c. 392. -	
	*Taff Vale; branches - - -	,,	,, c. 393. -	
North Eastern - -	*Newcastle and Carlisle; branch -	,,	,, c. 394. -	
	Caledonian; deviations - -	,,	,, c. 395. -	
	*East and West India Docks and Birmingham Junction.	,,	,, c. 396. -	
	*(I.)Cork to Waterford - - -	,,	,, c. 397. -	
	*Cameron's Coalbrook Steam Coal and Swansea and Loughor.	,,	,, c. 401. -	
	*South Devon; alterations; and Torquay and branches.	,,	,, c. 402. -	
	*Smithstown to Dalmellington (Ayr) -	1847	10 & 11 Vict. c. 10. -	
Great Eastern - -	*Colchester, Stour Valley, Sudbury, and Halstead; extension.	,,	,, c. 11. -	
,, ,, -	*Newmarket and Chesterford; extensions.	,,	,, c. 12. -	
	Newmarket and Chesterford; part repealed.	,,	,, c. 13. -	
,, - -	*Colchester, Stour Valley, Sudbury, and Halstead; extension.	,,	,, c. 18. -	
,	Eastern Union; purchase of Eastern Union and Hadleigh.	,,	,, c. 19. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Eastern - -	*Newmarket and Chesterford; extension to Thetford.	1847	10 & 11 Vict. c. 20. -	
„ - -	Colchester, Stour Valley, Sudbury, and Halstead: power to lease to Ipswich and Bury St. Edmund's.	„	„ c. 21. -	
	*Caledonian; extensions - -	„	„ c. 22. -	
	* „ branches - -	„	„ c. 23. -	
	* „ „ - -	„	„ c. 24. -	
Scottish North Eastern -	Aberdeen; additional powers - -	„	„ c. 39. -	
	(I.)Belfast and Cavehill; amendment -	„	„ c. 52. -	
London and South Western	*Staines to Farnborough and Chertsey -	„	„ c. 57. -	
„ - - „ -	*Richmond to Windsor, Brentford, and Hounslow.	„	„ c. 58. -	
	*(I.)Cork, Blackrock, and Passage; Monkstown branch.	„	„ c. 59. -	
Great Western - -	Wilts, Somerset, and Weymouth; alterations.	„	„ c. 60. -	
Dublin, Wicklow, & Wexford	(I.)Waterford, Wexford, and Wicklow; alterations.	„	„ c. 61. -	
	Liskeard and Caradon; money -	„	„ c. 62. -	
	*(I.)Killarney to Valencia - -	„	„ c. 63. -	
Great Eastern - -	*Norfolk; extensions - - -	„	„ c. 64. -	
Irish North Western -	(I.)Dundalk and Enniskillen; amendment.	„	„ c. 65. -	
	Cornwall; alteration - - -	„	„ c. 72. -	
	London and North Western; Earl of Ellesmere's interest in Manchester South Junction and Altrincham.	„	„ c. 73. -	
	*Vale of Neath; extensions - -	„	„ c. 74. -	
Caledonian - - -	*General Terminus and Glasgow; branches.	„	„ c. 75. -	
Great Western - -	Gloucester and Dean Forest; dock -	„	„ c. 76. -	
	*Ambergate, Nottingham, Borton, and Eastern Junction; branch.	„	„ c. 78. -	
	*Llynvi Valley; extensions - -	„	„ c. 79. -	
Great Western - -	*Shrewsbury and Birmingham; branch	„	„ c. 80. -	
	Bristol and South Wales Junction; ferry.	„	„ c. 81. -	
	*Caledonian; branch - - -	„	„ c. 82. -	
	*Caledonian and Dumbartonshire; deviations and branches.	„	„ c. 83. -	
Newry and Armagh - -	(I.) Newry and Enniskillen; alteration	„	„ c. 85. -	
Great Western - -	*Newport, Abergavenny, and Hereford; deviations and branches.	„	„ c. 86. -	
London, Chatham, & Dover	*Herne Bay and Canterbury; junction -	„	„ c. 87. -	
	*London and South Western; branch and station.	„	„ c. 88. -	
Caledonian - - -	*Dundee and Perth; alterations and extensions.	„	„ c. 89. -	
„ - - -	Glasgow, Barrhead, and Neilston Direct; alteration.	„	„ c. 90. -	
	*Great Western; extensions - - London and North Western; arrangements with Great Western.	„	„ c. 91. -	
Great Eastern - -	Eastern Counties; purchase of Maldon, Witham, and Braintree.	„	„ c. 92. -	
	*(I.)Great Southern and Western; Portarlington to Tullamore.	„	„ c. 93. -	
Great Eastern - -	*Norfolk; Wymondham to Diss -	„	„ c. 94. -	
Caledonian - - -	Glasgow, Barrhead, and Neilston Direct; purchase of Glasgow Southern Terminal.	„	„ c. 95. -	
London and South Western -	*Southampton and Dorchester: Lymington and Eling branches.	„	„ c. 96. -	
	* „ Moreton to Weymouth Branch	„	„ c. 97. -	
Great Eastern - -	Lowestoft; alteration - - -	„	„ c. 98. -	
„ - - -	*Norfolk: Yarmouth Branch - -	„	„ c. 99. -	
	*(I.)Dublin and Drogheda; extension -	„	„ c. 100. -	
	*Swansea Valley - - -	„	„ c. 101. -	
Manchester, Sheffield, and Lincolnshire.	Manchester and Lincoln Union; deviation.	„	„ c. 102. -	
Lancashire and Yorkshire -	*Manchester and Leeds; extension -	„	„ c. 103. -	
	*South Eastern; junction - -	„	„ c. 104. -	
„ „ -	*Liverpool, Crosby, and Southport -	„	„ c. 105. -	
Caledonian - - -	Dundee and Newtyle; widening -	„	„ c. 106. -	
	*London and North Western; extensions	„	„ c. 107. -	
	North Staffordshire; alterations and additions.	„	„ c. 108. -	
Great Western - - -	*South Wales; new lines; alterations and additions.	„	„ c. 109. -	
	*Derbyshire, Staffordshire, and Worcestershire Junction.	„	„ c. 110. -	
	(I.)Dublin and Drogheda; authorizing sundry amalgamations.	„	„ c. 111. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Northern - -	*Boston, Stamford, and Birmingham; extensions.	1847	10 & 11 Vict. c. 112. -	
„ - -	East Lincolnshire; purchase of lease of Louth navigation.	„	„ c. 113. -	
	London and North Western; incorporation of Coventry and Nuneaton.	„	„ c. 114. -	
	*London and South Western; extensions to be called Andover and Southampton junction.	„	„ c. 115. -	
	*Manchester, Sheffield, and Lincolnshire; Bugsworth Branch.	„	„ c. 116. -	
North Eastern - -	York, Newcastle, and Berwick; Wearmouth dock.	„	„ c. 117. -	
	*London and North Western; Atherstone to Whitacre.	„	„ c. 118. -	
	*Glasgow, Kilmarnock, and Ardrossan; branches.	„	„ c. 119. -	
London and North Western -	Birmingham, Wolverhampton, and Stour Valley; alterations.	„	„ c. 120. -	
	London and North Western; lease of Shropshire Union.	„	„ c. 121. -	
	*Midland; Branches, alteration of Leicester and Swannington line.	„	„ c. 122. -	
Great Northern - -	*East Lincolnshire; Grimsby Branch -	„	„ c. 125. -	
	(I.) Midland Great Western of Ireland; deviations.	„	„ c. 130. -	
	*London and North Western; Dunstable Branch.	„	„ c. 132. -	
North Eastern - -	York and Newcastle; Newcastle and Berwick; consolidation.	„	„ c. 133. -	
	*York and Newcastle; branches -	„	„ c. 134. -	
	*Midland; Hitchin, Northampton, and Huntingdon.	„	„ c. 135. -	
	*North British; extensions - -	„	„ c. 136. -	
Great Eastern - -	*Ipswich and Bury St. Edmund's; Woodbridge branch.	„	„ c. 137. -	
	*Manchester, Sheffield, and Lincolnshire; Wragby Branch.	„	„ c. 138. -	
	*London and North Western; Birmingham to Lichfield.	„	„ c. 139. -	
North Eastern - -	*York and North Midland; extension -	„	„ c. 140. -	
	*York and North Midland; Knottingley Branch.	„	„ c. 141. -	
Great Northern of Scotland -	Aberdeen; alteration - - -	„	„ c. 142. -	
	Great Northern; alteration - -	„	„ c. 143. -	
Great Western - -	*Shrewsbury and Chester; branches and money.	„	„ c. 144. -	
	*London and South Western; extensions and deviation.	„	„ c. 145. -	
	Great Northern; alterations - -	„	„ c. 146. -	
London and North Western -	Chester and Holyhead; extension and station.	„	„ c. 147. -	
	Great Northern; lease or purchase of East Lincolnshire and Boston, Stamford, and Birmingham.	„	„ c. 148. -	
Great Western - -	Birmingham, Wolverhampton, and Dudley; sale to Great Western.	„	„ c. 149. -	
	Midland; stations and sidings or branches.	„	„ c. 150. -	
North British - -	*Edinburgh, Leith, and Granton; branch	„	„ c. 151. -	
„ - -	* „ „ branch	„	„ c. 152. -	
Ulster - - -	*(I.) Portadown and Dungannon -	„	„ c. 153. -	194
	*Great Western; branch - -	„	„ c. 154. -	
Great Northern - -	*Boston, Stamford, and Birmingham; branches and harbour.	„	„ c. 155. -	
Great Eastern - -	Eastern Counties; purchase of North Woolwich.	„	„ c. 156. -	
	Eastern Counties; stations - -	„	„ c. 157. -	
	*Eastern Counties; Cambridge to Bedford.	„	„ c. 158. -	
	London and North Western; incorporation of Huddersfield and Manchester, and Leeds, Dewsbury, and Manchester.	„	„ c. 159. -	
Dublin, Wicklow, and Wexford.	*(I.) Dublin, Dundrum, & Rathfarnham; Stephen's Green Branch.	„	„ c. 160. -	
London and North Western -	Huddersfield and Manchester; alteration.	„	„ c. 161. -	
„ „ „ -	*Mold - - - - - -	„	„ c. 162. -	
Lancashire and Yorkshire -	*Manchester and Leeds; branches and name.	„	„ c. 163. -	
„ „ -	Blackburn, Darwen, and Bolton; alterations.	„	„ c. 164. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Manchester, Sheffield, and Lincolnshire; coal branch to Stainboro'.	1847	10 & 11 Vict. c. 165. -	
Lancashire and Yorkshire -	*Manchester and Leeds; extensions -	,,	,, c. 166. -	
	*Direct, London and Portsmouth; deviations; Dorking Branch.	,,	,, c. 167. -	
Caledonian - - -	*Glasgow, Paisley, and Greenock; branch diversion.	,,	,, c. 168. -	
	Caledonian; amalgamation of Glasgow, Paisley, and Greenock; money.	,,	,, c. 169. -	
Great Eastern - -	Lynn and Ely; deviation; Docks at Lynn.	,,	,, c. 170. -	
	Lynn and Ely; navigation from Lynn to Wormegay.	,,	,, c. 171. -	
	*Caledonian; branches - - -	,,	,, c. 172. -	
	*East Lothian Central - - -	,,	,, c. 173. -	194.
,, ,, - -	Eastern Union; amalgamating Ipswich and Bury St. Edmund's.	,,	,, c. 174. -	
	*Chard; Ilminster to Chard - -	,,	,, c. 175. -	
	*(I.) Midland Great Western of Ireland; Athlone to Galway.		,, c. 176. -	
	*Newport, Abergavenny, and Hereford; Pontypool Branch.	,,	,, c. 177. -	
London and North Western -	*Northampton and Banbury - - -	,,	,, c. 178. -	
	*Swansea Vale to Nantuselyn - - -	,,	,, c. 179. -	
	(I.) Dublin and Drogheda; amalgamating Dublin and Belfast Junction, and Dundalk and Enniskillen.	,,	,, c. 180. -	
Glasgow and South Western -	Glasgow, Dumfries, and Carlisle; amendment.	,,	,, c. 181. -	
,, ,, ,, -	*Glasgow, Dumfries, and Carlisle; Kircudbright Branch.	,,	,, c. 182. -	
,, ,, ,, -	Glasgow, Dumfries, and Carlisle; alteration of terms of amalgamation with Glasgow, Paisley, Kilmarnock, and Ayr.	,,	,, c. 183. -	
,, ,, ,, -	*Glasgow, Paisley, Kilmarnock, and Ayr; branches; alterations.	,,	,, c. 184. -	
,, ,, ,,	*Glasgow, Paisley, Kilmarnock, and Ayr: Branches - - - -	,,	,, c. 185. -	
,, ,, ,,	Station; amendment - -	,,	,, c. 186. -	
London and North Western -	*Chester and Birkenhead; branch -	,,	,, c. 187. -	
	*London and North Western; Wolverhampton Branch.	,,	,, c. 188. -	
London and North Western -	*South Staffordshire; branches - -	,,	,, c. 189. -	
	Manchester, Sheffield and Lincolnshire; amalgamating Manchester and Lincoln Union, and Chesterfield and Gainsborough.	,,	,, c. 190. -	
	*Midland; purchase of Mansfield and Pinxton; extensions and branches.	,,	,, c. 191. -	
North British - -	Edinburgh and Northern; pier and ferry.	,,	,, c. 192. -	
Great Northern - -	*Boston, Stamford, and Birmingham; branches; Wisbeach Harbour.	,,	,, c. 193. -	
	*(I.) Cork and Bandon; alteration; Cork extension.	,,	,, c. 194. -	
	Great North of Scotland; Aberdeen consolidation.	,,	,, c. 195. -	
North Eastern - -	Leeds and Thirsk; deviations and alterations.	,,	,, c. 210. -	
	*Midland; Lincolnshire extension -	,,	,, c. 214. -	
	,, deviations, Syston and Peterborough Branch.	,,	,, c. 215. -	
North Eastern - -	York and North Midland: Purchase of Market Weighton and other canals - - -	,,	,, c. 216. -	
,, - - -	* ,, Hull station and branches - -	,,	,, c. 218. -	
,, - - -	* ,, Knaresboro' and Borough Bridge branch.	,,	,, c. 219. -	
North British - -	*Edinburgh and Northern; deviation, extensions.	,,	,, c. 220. -	
Lancashire and Yorkshire -	*Manchester and Southport - -	,,	,, c. 221. -	
	Birkenhead, Lancashire and Cheshire Junction: Chester & Birkenhead incorporation	,,	,, c. 222. -	
	,, Deviations - - - -	,,	,, c. 223. -	
North British - -	East Fife; deviations - - -	,,	,, c. 224. -	
Great Eastern - -	*Eastern Union; Harwich and other branches.	,,	,, c. 225. -	
	*Great Western; purchase of Birmingham, Wolverhampton and Dudley, and Wycombe and Great Western and Uxbridge; branches.	,,	,, c. 226. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Liverpool Manchester and Newcastle; alterations.	1847	10 & 11 Vict. c. 227. -	
	London and North Western; Liverpool and Crewe stations.	„	„ c. 228. -	
Glasgow and South Western	Glasgow, Paisley, Kilmarnock and Ayr; purchase of Paisley and Renfrew.	„	„ c. 229. -	
	South Eastern; widening further London and Greenwich.	„	„ c. 230. -	
	(I.) Waterford and Limerick; alterations	„	„ c. 231. -	
Lancashire and Yorkshire -	*Oldham Alliance - - -	„	„ c. 232. -	
	*Manchester, Birmingham and North Staffordshire Junction.	„	„ c. 233. -	
Glasgow and South Western	*Glasgow, Paisley, Kilmarnock and Ayr; branches.	„	„ c. 234. -	
Great Eastern - -	*Eastern Counties; Wisbeach to Spalding.	„	„ c. 235. -	
London and North Western -	*Oxford and Bletchley Junction; amalgamating Buckingham and Brackley Junction; branches.	„	„ c. 236. -	
	*Caledonian; extensions; branches -	„	„ c. 237. -	
London and North Western	*Chester and Holyhead; extension, harbour.	„	„ c. 238. -	
North British - -	Edinburgh and Northern; incorporation of Edinburgh, Leith, and Granton.	„	„ c. 239. -	
	*Liverpool, Manchester, and Newcastle; Burnley Branch.	„	„ c. 240. -	
South Eastern - -	Reading, Guildford, and Reigate; alteration.	„	„ c. 241. -	
	*South Devon; Torquay and Brixham Branches.	„	„ c. 242. -	
	London and South Western; purchase of Exeter and Exmouth.	„	„ c. 243. -	
	Brighton and Chichester; sale of part to London and South Western and London, Brighton, and South Coast.	„	„ c. 244. -	
	*Glasgow, Airdrie, and Monkland Junction; Cowlairs branch.	„	„ c. 245. -	
North British - -	Edinburgh and Bathgate; deviation -	„	„ c. 246. -	
London and North Western -	Manchester, Buxton, Matlock, and Midlands Junction; deviations.	„	„ c. 247. -	
	Great Northern; power to sell by Royston and Hitchin.	„	„ c. 248. -	
	London and South Western; amendment.	„	„ c. 249. -	
North Eastern - -	York, Newcastle, and Berwick; docks -	„	„ c. 263. -	
London and North Western -	Shrewsbury and Hereford; Leominster Canal.	„	„ c. 266. -	
	Coventry, Nuneaton, Birmingham, and Leicester; sale to London and North Western or Midland.	„	„ c. 270. -	
„ „ „ -	*Saint Helen's; branches - -	„	„ c. 271. -	
	*Great Northern; St. Alban's and Hertford Branches.	„	„ c. 272. -	
London and South Western	*Taw Vale; branches, dock - -	„	„ c. 273. -	
North British - -	Edinburgh and Northern; Ferry improvement.	„	„ c. 274. -	
Great Eastern - -	East Anglian, Lynn and Ely, Ely and Huntingdon and Dereham; consolidation.	„	„ c. 275. -	
	London, Brighton, and South Coast -	„	„ c. 276. -	
	South Eastern; London station -			
North British - -	*Edinburgh and Northern; branches -	„	„ c. 277. -	
	*London and North Western; branch; widening.	„	„ c. 278. -	
	Manchester Sheffield, and Lincolnshire; power to sell canal water.	„	„ c. 279. -	
	*Great Northern; Sutton Branch -	„	„ c. 286. -	
	„ alterations -	„	„ c. 287. -	
Lancashire and Yorkshire -	*East Lancashire; branch - -	„	„ c. 288. -	
„ „	* „ Preston extension -	„	„ c. 289. -	
	Northern Counties Union; alterations	„	„ c. 290. -	
Manchester, Sheffield, and Lincolnshire.	*South Yorkshire, Doncaster, and Goole; purchase of part of a railway and canal.	„	„ c. 291. -	
	Wear Valley; purchase and leasing powers of four undertakings.	„	„ c. 292. -	
	*London and North Western; branches	„	„ c. 294. -	
	Llynvi Valley, Duffryn Llynvi and Porth Cawl; consolidation.	„	„ c. 295. -	
	Midland; alterations in Hitchin, Northampton, and Huntingdon.	1848	11 & 12 Vict. c. 21. -	
Midland - - -	North Western; alterations - -	„	„ c. 22. -	
	Taff Vale; lease of Aberdare - -	„	„ c. 23. -	
North Eastern - -	*York, Newcastle, and Berwick; branches	„	„ c. 24. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
	North British; money	1848	11 & 12 Vict. c. 25.	
London and North Western	Kendal and Windermere; money	,,	,, c. 26.	
Great Western	South Wales; shares in Vale of Neath	,,	,, c. 27.	
	Bristol and Exeter; purchase of Glastonbury Canal.	,,	,, c. 28.	
Dublin, Wicklow, and Wexford.	(I.) Waterford, Wexford, Wicklow, and Dublin; power to South Wales to subscribe to.	,,	,, c. 29.	
Great Eastern	Norfolk; money	,,	,, c. 30.	
Caledonian	*Dundee and Perth; extension	,,	,, c. 52.	
Forth and Clyde	Drumpeller; amendment	,,	,, c. 53.	
Scottish North Eastern	Arbroath and Forfar; money	,,	,, c. 54.	
North Eastern	York, Newcastle, & Berwick; deviation	,,	,, c. 55.	
,,	*Leeds and Thirsk; junction with York and Newcastle.	,,	,, c. 56.	
,,	Leeds and Thirsk; alterations	,,	,, c. 57.	
London and North Western, Manchester, Sheffield, and Lincolnshire.	Manchester, South Junction and Altrincham; Manchester station.	,,	,, c. 58.	
Great Western	Oxford, Worcester, and Wolverhampton; money.	,,	,, c. 59.	
London and North Western	Chester and Holyhead; steamboats	,,	,, c. 60.	
Waterford and Limerick	(I.) Waterford and Kilkenny; deviations	,,	,, c. 61.	
Great Northern	East Lincolnshire; alterations	,,	,, c. 62.	
	*Manchester, Sheffield, and Lincolnshire; Barnsley and other branches	,,	,, c. 63.	
	Improvement Manchester station	,,	,, c. 64.	
Manchester, Sheffield, and Lincolnshire.	*South Yorkshire, Doncaster, and Goole; Doncaster Branch.	,,	,, c. 65.	
	North Staffordshire; alterations	,,	,, c. 66.	
Scottish North Eastern	Aberdeen; money	,,	,, c. 67.	
North Eastern	*Leeds and Thirsk; branches	,,	,, c. 68.	
	*Manchester, Sheffield, and Lincolnshire; extension, station.	,,	,, c. 69.	
North British	*Edinburgh and Glasgow; branches	,,	,, c. 70.	
Lancashire and Yorkshire	*Leeds Central Railway station	,,	,, c. 71.	
Scottish North Eastern	*Scottish Midland Junction; partial abandonment, branches.	,,	,, c. 72.	
	Caledonian; improvements	,,	,, c. 73.	
Great Western	*Berks and Hants; junction with Wilts, Somerset, and Weymouth.	,,	,, c. 74.	
London and South Western	Windsor, Staines, and South Western; deviations.	,,	,, c. 75.	
	(I.) Midland Great Western, Ireland; deviations.	,,	,, c. 76.	
	*Bristol and Exeter; Wells Branch	,,	,, c. 77.	
Caledonian	*Glasgow, Paisley, and Greenock; branches.	,,	,, c. 78.	
Irish North Western	(I.) Londonderry and Enniskillen; partial abandonment, station.	,,	,, c. 79.	
	*Whitehaven Junction; extensions	,,	,, c. 80.	
North Eastern	York, Newcastle, and Berwick; lease of Hartlepool and Great North of England, Clarence & Hartlepool Junction.	,,	,, c. 81.	
	*Bristol and Exeter; junction with Wilts, Somerset, and Weymouth.	,,	,, c. 82.	
	*North Staffordshire; Ashbourne Branch	,,	,, c. 83.	
Glasgow and South Western	Glasgow, Paisley, Kilmarnock, and Ayr; traffic charges.	,,	,, c. 84.	
London and South Western	*Exeter, Yeovil, and Dorchester	,,	,, c. 85.	
	Manchester, Sheffield, and Lincolnshire; vesting in them canal.	,,	,, c. 86.	
	*London and South Western; Salisbury to Yeovil; branches.	,,	,, c. 87.	
	*Midland; branches and enlargements	,,	,, c. 88.	
	London and South Western; amalgamation of Southampton & Dorchester.	,,	,, c. 89.	
	*London and Blackwall; branches, alterations, gauge, &c.	,,	,, c. 90.	
	Whitehaven Junction; money	,,	,, c. 91.	
	*Manchester, Sheffield, and Lincolnshire: Amendment	,,	,, c. 92.	
	* ,, Station; branch	,,	,, c. 93.	
	,, Vesting Sheffield Canal	,,	,, c. 94.	
	Great Western, Bristol and Exeter, South Devon — to subscribe to Plymouth Dock.	,,	,, c. 95.	
North British	Edinburgh and Northern; Burntisland Harbour.	,,	,, c. 98.	
	London and Blackwall; amendment	,,	,, c. 111.	85
,,	*Edinburgh and Northeen; branches	,,	,, c. 112.	
	*Great Northern; extensions, branches	,,	,, c. 114.	
	Lancashire and Yorkshire; modification of share capital.	,,	,, c. 115.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North British - -	*Edinburgh and Bathgate; extension; deviation.	1848	11 & 12 Vict. c. 116. -	
Belfast & Northern Counties	(I.) Londonderry & Coleraine; deviation	„	„ c. 117. -	
North British - -	*Edinburgh and Glasgow; Cowlairs branch.	„	„ c. 118. -	
Great Eastern - -	*Royston and Hitchin; extension; deviation.	„	„ c. 119. -	
Great Western - -				
Monmouthshire - -	Newport and Pontypool; amendment -	„	„ c. 120. -	
	*Caledonian; extension - -	„	„ c. 121. -	
	*London and South Western; extensions; deviations; steam packets.	„	„ c. 125. -	
	Furness; money; steam vessels -	„	„ c. 126. -	
North British - -	Stirling and Dunfermline; deviations -	„	„ c. 127. -	
	*Whitehaven and Furness Junction; branches; deviations; partial abandonment.	„	„ c. 128. -	
Scottish North Eastern -	*Dundee & Arbroath; Dundee junction	„	„ c. 129. -	
	*London and North Western; extensions; branches.	„	„ c. 130. -	
	*Midland; Gloucester to Stonehouse -	„	„ c. 131. -	
Newry and Armagh - -	(I.) Newry and Enniskillen; additional powers.	„	„ c. 132. -	
Great Western - -	Oxford, Worcester, and Wolverhampton; alteration.	„	„ c. 133. -	
North British - -	Monkland and Kirkintilloch; amalgamation of Ballochney & Slamannan.	„	„ c. 134. -	
	*Great Western; Slough to Windsor -	„	„ c. 135. -	
	London, Brighton, and South Coast; New Cross station.	„	„ c. 136. -	
Caledonian - - -	Wishaw and Coltness; diversion -	„	„ c. 148. -	
„ - - -	Dundee and Perth; lease of Dundee and Arbroath.	„	„ c. 154. -	
Glasgow and South Western	*Paisley, Barrhead, and Hurlet - -	„	„ c. 155. -	
Midland - - -	*Manchester, Buxton, Matlock, and Midlands Junction; Bakewell Branch.	„	„ c. 156. -	
London and South Western	Exeter and Exmouth; amendment -	„	„ c. 157. -	
	*Great Western:			
	Leamington - - - -	„	„ c. 158. -	
	Purchase of Birmingham and Oxford Junction, and Birmingham, Wolverhampton, and Dudley.	„	„ c. 159. -	
North British - -	Edinburgh and Glasgow; to hold shares in Edinburgh and Bathgate.	„	„ c. 160. -	
	(I.) Midland Great Western; public money.	1849	12 & 13 Vict. c. lxii. (*Pub.*)	
„ - -	Edinburgh and Northern; money -	„	„ c. 15. -	
Midland - - -	*North Western; extension; abandonment.	„	„ c. 19. -	
North Eastern - -	Leeds and Thirsk; money - -	„	„ c. 27. -	
	*London and South Western:			
	Reading, Guildford, and Reigate; extension.	„	„ c. 28. -	
	Additional powers - - -	„	„ c. 33. -	
London and South Western -	*Windsor, Staines, and South Western; New Windsor Branch.	„	„ c. 34. -	
	*Cockermouth and Workington; branch	„	„ c. 38. -	
North British - -	Edinburgh and Glasgow; vesting canal	„	„ c. 39. -	
London and North Western -	Chester and Holyhead; money -	„	„ c. 41. -	
North Eastern - -	*Newcastle and Carlisle; branches -	„	„ c. 43. -	
	*Lancashire and Yorkshire; extensions -	„	„ c. 50. -	
Great Eastern - -	Ely and Huntingdon; extension of time and powers.	„	„ c. 52. -	
	East Lothian Central; dissolution -	„	„ c. 53. -	
North Eastern - -	Stockton and Darlington; consolidation of Acts; money; Middlesbrough Dock.	„	„ c. 54. -	
Great Western - -	*Shrewsbury and Chester; branches, station, subscription to Shrewsbury and Hereford.	„	„ c. 55. -	
North Eastern - -	*York, Newcastle, & Berwick; branches	„	„ c. 58. -	
„ - -	York and North Midland; diversions -	„	„ c. 60. -	37
	*Taff Vale; Dowlais Branch - -	„	„ c. 61. -	
Great Southern and Western	(I.) Irish South Eastern; amendment -	„	„ c. 62. -	
	Caledonian; purchase of Wishaw and Coltness.	„	„ c. 67. -	
Lancashire and Yorkshire -	*East Lancashire; branches - -	„	„ c. 71. -	
	Edinburgh and Glasgow; vesting Wilsontown, Morningside, and Coltness.	„	„ c. 72. -	
	London and Blackwall; extension of time.	„	„ c. 73. -	
	Lancashire and Yorkshire } vesting			
	London and North Western } Preston and Wyre	„	„ c. 74. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Manchester, Sheffield, and Lincolnshire.	River Dun	1849	12 & 13 Vict. c. 75.	
North British	Edinburgh and Northern; pier at Granton.	,,	,, c. 79.	
	Manchester, Sheffield, and Lincolnshire; consolidation of Acts.	,,	,, c. 81.	
	*Great Indian Peninsula	,,	,, c. 83.	
	Great Northern; alterations, stations	,,	,, c. 84.	
Great Western	*Shrewsbury & Birmingham; branches, canal.	,,	,, c. 85.	
North British	Stirling and Dunfermline; deviations, time.	,,	,, c. 86.	
London and North Western	Lancaster and Carlisle; management given to Lancaster and Preston.	,,	,, c. 87.	
	Glasgow, Kilmarnock, and Ardrossan Harbour.	,,	,, c. 88.	
	Caledonian; lease of Glasgow, Barrhead, and Neilston Direct	,,	,, c. 90.	
Great Eastern	Eastern Union; amendment	,,	,, c. 92.	
	*East Indian	,,	,, c. 93.	
London and North Western	Chester and Holyhead; abolition of powers as to the harbour.	1850	13 & 14 Vict. c. cxi. (*Pub.*)	
,, ,,	Buckinghamshire; alteration	,,	,, c. 6.	
Great Western	South Wales; time	,,	,, c. 7.	
	(I.) Dublin and Belfast; time	,,	,, c. 11.	
Irish North Western	*(I.) Londonderry and Enniskillen; Omagh extension.	,,	,, c. 14.	
Belfast and Northern Counties	*(I.) Londonderry and Coleraine; Newtownlimavady branch.	,,	,, c. 17.	
London and South Western	Exeter and Crediton; station, money	,,	,, c. 24.	
London and North Western / Great Western	Shrewsbury and Hereford; amendment	,,	,, c. 26.	
	(I.) Waterford and Limerick; ,,	,,	,, c. 29.	
	London and Blackwall; use of Eastern Counties.	,,	,, c. 30.	
	South Eastern; money	,,	,, c. 31.	
	Railway Clearing House; powers	,,	,, c. 33.	
Manchester, Sheffield, and Lincolnshire.	*South Yorkshire, Doncaster, and Goole; deviations, extension.	,,	,, c. 35.	
	*East and West India Docks and Birmingham Junction; Branches, lease of.	,,	,, c. 36.	
North Eastern	York and North Midland; shares in Hull and Selby and Malton and Driffield Junction.	,,	,, c. 38.	
Caledonian	Dundee, Perth, and Aberdeen; money	,,	,, c. 39.	
Great Western	South Wales; money	,,	,, c. 44.	
	(I.) Dublin and Drogheda; conversion of loans into shares.	,,	,, c. 45.	
North Eastern	York, Newcastle, and Berwick; purchase of Great North of England.	,,	,, c. 53.	
Great Eastern	Eastern Union and Harwich; time	,,	,, c. 54.	38
,,	Eastern Union; shares to pay mortgage			
	North Staffordshire; time	,,	,, c. 55.	
Manchester, Sheffield, and Lincolnshire.	South Yorkshire, Doncaster, and Goole; part abandonment, deviation.	,,	,, c. 57.	
London and North Western	South Staffordshire; leasing powers to J. R. McClean, Esq.	,,	,, c. 58.	
	Great Northern; deviation, alteration of tolls.	,,	,, c. 61.	
Waterford and Limerick	(I.) Waterford and Kilkenny; money	,,	,, c. 62.	
North Eastern	Newcastle and Carlisle; additional powers	,,	,, c. 72.	
Irish North Western	(I.) Dundalk and Enniskillen; ,,	,,	,, c. 76.	
Scottish North Eastern	Aberdeen; alterations, money, amendment.	,,	,, c. 78.	
	Great North of Scotland; repeal			
	Lancashire and Yorkshire; additional powers.	,,	,, c. 83.	
	(I.) Midland Great Western of Ireland; deviations.	,,	,, c. 88.	
	Manchester, Sheffield, and Lincolnshire; money.	,,	,, c. 94.	
Lancashire and Yorkshire	Liverpool, Crosby, and Southport; alterations.	,,	,, c. 95.	
	East Fife; dissolution and abandonment	,,	,, c. 97.	
	*West Cornwall; deviation	,,	,, c. 98.	
,, ,,	Liverpool, Crosby, and Southport; power to sell to Lancashire and Yorkshire.	,,	,, c. 99.	
	St. Andrews and Quebec; incorporation of Class A. Shareholders.	,,	,, c. 106.	
Great Western	Oxford, Worcester, and Wolverhampton; additional powers.	,,	,, c. 110.	
North Eastern	Hartlepool; harbour improvement	,,	,, c. 111.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
London and North Western	*Chester and Holyhead; branches -	1851	14 & 15 Vict. c. 21. -	
	Bristol and Exeter; power to hold shares in other undertakings.	,,	,, c. 22. -	
North Eastern - -	Stockton and Darlington - Wear Valley - - Middlesborough and Redcar } money -	,,	,, c. 23. -	
	Scottish Central; money - -	,,	,, c. 25. -	
Great Eastern - -	*Halesworth, Beccles, and Haddiscoe -	,,	,, c. 26. -	
	*North British; station, branches -	,,	,, c. 27. -	
	*London and Blackwall; branch -	,,	,, c. 28. -	
	,, time; station	,,	,, c. 30. -	
	*Mayfield - - - - -	,,	,, c. 35. -	
North Eastern - -	Malton and Driffield Junction; alterations.	,,	,, c. 39. -	
Great Western - -	*Gloucester and Dean Forest; Hereford branch.	,,	,, c. 40. -	
	(I.) Killarney and Valencia; deviations; time.	,,	,, c. 44. -	
	Great Northern; money; stations -	,,	,, c. 45. -	
Lancashire and Yorkshire -	Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole; deviations.	,,	,, c. 46. -	
North Eastern - -	Leeds and Thirsk; time; name to be Leeds Northern.	,,	,, c. 47. -	
	Great Western; purchase of Wilts, Somerset, and Weymouth, Gloucester and Dean Forest, and South Wales.	,,	,, c. 48. -	
Great Western - -	*South Wales; Baglan Bay Branch -	,,	,, c. 49. -	
,, - -	* ,, one new in lieu of another; new lines; alterations.	,,	,, c. 52. -	
	South Devon; conversion of loan into capital.	,,	,, c. 53. -	
North British - -	*St. Andrew's - - - -	,,	,, c. 54. -	
,, - -	Edinburgh, Perth, and Dundee; consolidation of Acts.	,,	,, c. 55. -	
Lancashire and Yorkshire -	East Lancashire; increase of capital and tolls.	,,	,, c. 56. -	
	Midland; money - - -	,,	,, c. 57. -	
Great Eastern - -	Eastern Union; intercourse; charges -	,,	,, c. 58. -	
North British - -	Slamannan and Borrowstowness; deviations.	,,	,, c. 62. -	
Scottish North Eastern -	Dundee and Arbroath; station -	,,	,, c. 63. -	
Great Eastern - -	*Eastern Union; Bungay branch -	,,	,, c. 66. -	
	*London, Brighton, and South Coast; Langstone branch.	,,	,, c. 68. -	
London and North Western -	*Warrington and Altrincham Junction -	,,	,, c. 71. -	
	Maryport and Carlisle; deviations; money.	,,	,, c. 72. -	
Great Western - -	South Wales; subscription to other railways.	,,	,, c. 74. -	
	Great North of Scotland; amendment.	,,	,, c. 75. -	
	(I.) Great Southern and Western; money; dock.	,,	,, c. 80. -	
	Great Western; Birmingham station -	,,	,, c. 81. -	61
London and South Western -	Taw Vale Extension; deviations -	,,	,, c. 83. -	
North Eastern - -	*York, Newcastle, and Berwick; abandonment and substitution; time.	,,	,, c. 84. -	
,, - -	York, Newcastle, and Berwick; additional powers; subscription.	,,	,, c. 85. -	
	Midland; acquisition of Leeds and Bradford; money.	,,	,, c. 88 -	
Lancashire and Yorkshire -	Bolton, Blackburn, Clitheroe, and West Yorkshire; additional powers; name.	,,	,, c. 89. -	
London and North Western -	*South Staffordshire; branch - -	,,	,, c. 94. -	
	(I.) Cork and Waterford; money -	,,	,, c. 95. -	
	*Caledonian; branches - - -	,,	,, c. 99. -	
London and North Western / London and South Western	*North and South Western Junction -	,,	,, c. 100. -	
Great Eastern - -	East Anglian; amendment - -	,,	,, c. 101. -	
Furness - - -	*Ulverstone and Lancaster - -	,,	,, c. 102. -	
Great Southern and Western	(I.) Killarney Junction; amendment -	,,	,, c. 103. -	
Dublin, Wicklow, & Wexford	*(I.) Dublin, Dundrum, and Rathfarnham; extension; time.	,,	,, c. 107. -	
,, ,, -	*(I.) Waterford, Wexford, Wicklow, and Dublin; alteration; time.	,,	,, c. 108. -	
	(I.) Waterford and Limerick; deviation.	,,	,, c. 110. -	
	*(I.) Waterford to Tramore - -	,,	,, c. 112. -	
	Midland; time - - -	,,	,, c. 113. -	
	Great Northern; use of Manchester, Sheffield, and Lincolnshire.	,,	,, c. 114. -	
	Thames Haven; amendment -	,,	,, c. 123. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Western - -	*South Wales; junction of Llynvi Valley and Duffryn, Llynvi and Porth Cawl.	1851	14 & 15 Vict. c. 125. -	
Midland - - - } London and North Western }	Manchester, Buxton, Matlock, and Midland Junction; purchase of Cromford Canal.	,,	,, c. 126. -	
	Cameron's Coalbrook Steam Coal and Swansea and Loughor; time.	,,	,, c. 127. -	
	*Manchester and Salford Extension -	,,	,, c. 129. -	
Great Western - -	Shrewsbury and Chester; abandonment of branches; station.	,,	,, c. 131. -	
	Caledonian; money - - -	,,	,, c. 134. -	
Waterford and Limerick -	(I.)Waterford and Kilkenny; powers to sell or lease.	,,	,, c. 141. -	
	St. Andrew's and Quebec; classification of shares.	,,	,, c. 145. -	
	Bristol and Exeter; deviation - -	1852	15 & 16 Vict. c. 9. -	
	*Vale of Neath; extensions - -	,,	,, c. 16. -	
North Eastern - -	Stockton and Darlington; money -	,,	,, c. 19. -	
	(I.)Great Southern and Western of Ireland; time.	,,	,, c. 24. -	
Great Eastern - -	Norfolk; regulation of capital -	,,	,, c. 25. -	
,, - -	*Eastern Counties; alterations; warehouses.	,,	,, c. 30. -	
,, - -	*Eastern Counties; branches; goods station.	,,	,, c. 33. -	
	(I.)Cork and Bandon; money - -	,,	,, c. 35. -	
North Eastern - -	York, Newcastle, and Berwick; deviation.	,,	,, c. 36. -	
,, - -	Malton and Driffield Junction; subscription.			
	Malton and Driffield Junction; subscription; money.	,,	,, c. 37. -	
Irish North Western -	(I.)Dundalk and Enniskillen; extension	,,	,, c. 41. -	
Belfast & Northern Counties	(I.)Londonderry and Coleraine; consolidation of Acts; additional powers.	,,	,, c. 43. -	
Irish North Western -	(I.)Londonderry and Enniskillen; consolidation of Acts; additional powers.	,,	,, c. 44. -	
Great Eastern - -	Eastern Counties; agreement with Newmarket Railway.	,,	,, c. 51. -	
North Eastern - -	York and North Midland; amalgamation of East and West Yorkshire Junction.	,,	,, c. 57. -	
	Deeside; alterations; money - -	,,	,, c. 61. -	
Somerset and Dorset -	*Somerset Central - - -	,,	,, c. 63. -	
Great Eastern - -	*Newmarket; alterations; money; new line.	,,	,, c. 65. -	
North Eastern - -	*Stockton and Darlington, Middlesbrough to Guisborough; branches.	,,	,, c. 73. -	
	Glasgow, Kilmarnock, and Ardrossan; dissolution.	,,	,, c. 78. -	
	Manchester, Sheffield, and Lincolnshire; money.	,,	,, c. 83. -	
Great Eastern - -	*Eastern Counties } branches; steam London & Blackwall } boats.	,,	,, c. 84. -	
North British - -	*Edinburgh, Perth, and Dundee; extension; branches.	,,	,, c. 95. -	
North Eastern - -	Lancashire and Yorkshire } working - York and North Midland }	,,	,, c. 96. -	
	London & North Western. } lease of Manchester, Midland - - } Buxton, Matlock, & Midlands Junction.	,,	,, c. 98. -	
	South Eastern; merging Reading, Guildford, and Reigate.	,,	,, c. 103. -	52
	London and North Western; debt into 3½ % stock; stations.	,,	,, c. 105. -	
Great Eastern - -	Eastern Counties; use of East Anglian	,,	,, c. 108. -	
North British - -	Edinburgh and Glasgow; consolidation of Acts.	,,	,, c. 109. -	
North Eastern - -	York, Newcastle, and Berwick; deviations; time.	,,	,, c. 114. -	
Great Western - -	*South Wales; part abandonment; new lines.	,,	,, c. 117. -	
Great Northern - -	*Leeds, Bradford, and Halifax Junction	,,	,, c. 118. -	
	*Blyth and Tyne; incorporation; maintenance.	,,	,, c. 122. -	
	*Frome, Yeovil, and Weymouth -	,,	,, c. 125. -	
	*Monmouthshire; extensions - -	,,	,, c. 126. -	
North Eastern - -	*York and North Midland; Hull extension.	,,	,, c. 127. -	
	Lancashire and Yorkshire; part abandonment; extension; time; money.	,,	,, c. 132. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Great Western; extension; additional powers.	1852	15 & 16 Vict. c. 133. -	
Midland - - -	North Western; consolidation of Acts; time.	„	„ c. 135. -	
	*(I.) Midland Great Western of Ireland; deviation; Cavan branch.	„	„ c. 137. -	
Great Western - -	Wilts, Somerset, and Weymouth; completion.	„	„ c. 140. -	
	Great Western; Kennet and Avon Canal.			
North Eastern - -	Stockton and Hartlepool; amalgamation; Hartlepool harbour and dock; lease or purchase of Clarence.	„	„ c. 142. -	
	*Manchester, Sheffield, and Lincolnshire; branches.	„	„ c. 144. -	
Great Western - -	*Oxford, Worcester, and Wolverhampton; time; deviations; branches.	„	„ c. 145. -	
„ - -	*Shrewsbury and Chester; branches; steamboats.	„	„ c. 146. -	
„ - -	Wycombe; time; reduction of capital.	„	„ c. 147. -	
Great Eastern - -	Eastern Union; money; additional powers.	„	„ c. 148. -	
	Great Northern; transfer of South Yorkshire Railway & River Dun Company.	„	„ c. 153. -	
Great Western - -	Shrewsbury and Birmingham; station	„	„ c. 165. -	
Corris - - -	*Aberllefenny to Towyn - -	„	„ c. 166. -	
	Birkenhead, Lancashire, and Cheshire Junction; consolidation of Acts.	„	„ c. 167. -	
London and North Western } Great Western - - }	Great Western - - - } Shrewsbury and Hereford - } traffic	„	„ c. 168. -	
Great Western - -	Hereford, Ross, and Gloucester }			
	Redruth & Chasewater; additional works	1853	16 & 17 Vict. c. 6. -	
	(I.) Dublin and Belfast Junction; amendment.	„	„ c. 19. -	
	Midland; money; annuities - -	„	„ c. 33. -	
Caledonian - - -	Scottish Central; debenture into stock	„	„ c. 34. -	
	*Chichester to Bognor - - -	„	„ c. 41. -	
	*Madras - - - - -	„	„ c. 46. -	
	Manchester, Sheffield, and Lincolnshire; debenture into stock.	„	„ c. 52. -	
	*(I.) Londonderry and Lough Swilly -	„	„ c. 54. -	
Ulster - - -	(I.) Portadown and Dungannon; additional powers.	„	„ c. 57. -	
	Great Northern; money - -	„	„ c. 60. -	
	*Darenth Valley; Dartford to Farningham	„	„ c. 63. -	
Belfast and Northern Counties	*(I.) Belfast and Ballymena; extension -	„	„ c. 68. -	
London and North Western } London and South Western }	*North and South Western Junction; Hammersmith Branch; money.	„	„ c. 69. -	
	Thames Haven; part abandonment; reduction of capital.	„	„ c. 70. -	
	*North British - - - -	„	„ c. 78. -	
Belfast and Northern Counties	*(I.) Londonderry & Coleraine; extension	„	„ c. 79. -	
„ „	*(I.) Ballymena to Portrush - -	„	„ c. 80. -	
	North British; payment of debts -	„	„ c. 81. -	
Scottish North Eastern -	*Scottish Midland Junction; branches -	„	„ c. 82. -	
London and South Western	*Staines to Wokingham and Woking -	„	„ c. 85. -	
London, Brighton, & S. Coast	*Wimbledon and Croydon - -	„	„ c. 86. -	
Great Eastern - -	*Eastern Counties; branch; capitalization of debt.	„	„ c. 87. -	
	*London, Brighton, and South Coast; East Grinstead Branch.	„	„ c. 88. -	
North British - -	*Monkland; branches - - -	„	„ c. 90. -	
North Eastern - -	*Hull to Withernsea, and branch -	„	„ c. 93. -	
	*Glasgow and South Western; branch -	„	„ c. 94. -	
	(I.) Limerick, Ennis, and Killaloe Junction; power to lease.	„	„ c. 96. -	
North London - -	East and West India Docks and Birmingham; money.	„	„ c. 97. -	
London and South Western	*Portsmouth - - - - -	„	„ c. 99. -	
	*London, Brighton, & South Coast; stations; branch; debenture into stock.	„	„ c. 100. -	
Scottish North Eastern -	Aberdeen; money; time - -	„	„ c. 101. -	
	*Midland; Leicester to Hitchin; alterations.	„	„ c. 108. -	
North Eastern - -	York and North Midland; re-issue of shares of Hull and Selby.	„	„ c. 109. -	
	London and North Western; London and Blackwall Junction.	„	„ c. 110. -	
Great Northern - -	*Leeds, Bradford, and Halifax Junction; branches.	„	„ c. 111. -	
Great Southern and Western	*(I.) Roscrea and Parsonstown Junction	„	„ c. 113. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Waterford and Limerick -	(I.) Limerick, Ennis, and Killaloe; alteration; time.	1853	16 & 17 Vict. c. 114. -	
	South Eastern; time - - -	,,	,, c. 116. -	
Great Eastern - -	*Eastern Counties; branches - -	,,	,, c. 117. -	
North British - -	*Carlisle Canal; conversion into a railway; money.	,,	,, c. 119. -	
	*South Eastern; Reading Junction with Great Western.	,,	,, c. 121. -	
London and North Western	*Warrington and Altrincham; Stockport Branch.	,,	,, c. 122. -	
	*Norwich and Spalding to Sutton Bridge and Wisbeach.	,,	,, c. 124. -	
	*Forth and Clyde Junction - -	,,	,, c. 125. -	
	*South Eastern; Maidstone Branch -	,,	,, c. 130. -	
London, Chatham, & Dover	*Strood to Canterbury, Faversham, and Chilham.	,,	,, c. 132. -	
London and North Western	*St. Helen's; Rainford Branch; station	,,	,, c. 134. -	
North Eastern - -	Leeds Northern; money - -	,,	,, c. 136. -	
,, - -	*Bedale and Leyburn - - -	,,	,, c. 137. -	
London and South Western	*Bideford Extension - - -	,,	,, c. 140. -	
	*(I.) Great Southern and Western; alteration.	,,	,, c. 142. -	
Cambrian - - -	*Llanidloes and Newtown - -	,,	,, c. 143. -	
Great Western - -	*Waveney Valley; Beccles Branch -	,,	,, c. 144. -	
	Manchester, Sheffield, and Lincolnshire Extension; time.	,,	,, c. 145. -	
	*Llynvi Valley; amendment; branch -	,,	,, c. 146. -	
	*Glasgow and South Western; Smithstown and Dalmellington - -	,,	,, c. 148. -	
	*Caledonian; Crofthead branch -	,,	,, c. 149. -	
	Furness; preference and debenture into 4½% stock; Pile pier.	,,	,, c. 150. -	
North British - -	*Edinburgh and Glasgow; junctions with Caledonian.	,,	,, c. 151. -	
,, - - -	Edinburgh, Perth, and Dundee; creditors arrangement.	,,	,, c. 152. -	
	*Great Western; additional lines and powers.	,,	,, c. 153. -	
	*West Cornwall; St. Ive's branch -	,,	,, c. 155. -	
	South Eastern; dissolution of Canterbury and Whitstable; Steam Packets.	,,	,, c. 156. -	
	London and North-Western: Oldham Branch; alterations -	,,	,, c. 157. -	109
	* ,, Market Harborough Branch -	,,	,, c. 160. -	
	* ,, St. Alban's Branch - -	,,	,, c. 161. -	
	*East Lancashire; Rainford Branch;	,,	,, c. 163. -	
Lancashire and Yorkshire -	arrangements with St. Helen's; debentures into annuities.			
	London and South Western; amendment; Basingstoke and Salisbury.	,,	,, c. 164. -	
	*(I.) Limerick to Foynes - -	,,	,, c. 168. -	
Waterford and Limerick -	*Llanelly; new railways - -	,,	,, c. 169. -	
	Ribble Navigation - - -	,,	,, c. 170. -	
Lancashire and Yorkshire -	*Whitehaven and Furness Junction; branches.	,,	,, c. 171. -	
	*Blyth and Tyne; branches - -	,,	,, c. 172. -	
	*(I.) Enniskillen to Sligo, and branch -	,,	,, c. 174. -	
Great Western - -	Birmingham and Oxford Junction; Birmingham station.			
	Great Western; use of part of Oxford, Worcester, &c.; Wolverhampton station.	,,	,, c. 175. -	
,, - -	*Birkenhead; by Dock Company.	,,	,, c. 177. -	
,, - -	Newport, Abergavenny, and Hereford; deviations; Taff Vale.	,,	,, c. 178. -	
,, - -	Newport, Abergavenny, and Hereford; deviations; Hereford and Pontypool.	,,	,, c. 179. -	
	*London, Brighton, and South Coast / London and South Western } Crystal Palace.	,,	,, c. 180. -	
Newry and Armagh - -	*(I.) Newry and Enniskillen; extension	,,	,, c. 183. -	
Great Western - -	*Worcester to Hereford - -	,,	,, c. 184. -	
Metropolitan - -	*Battle Bridge - - - -	,,	,, c. 186. -	
	*West Cornwall; additional railways -	,,	,, c. 187. -	
Caledonian - - -	*Scottish Central; Crieff branch -	,,	,, c. 188. -	
Great Southern and Western	*(I.) Tralee to Killarney - -	,,	,, c. 189. -	
	Chard; extension; capital; time -	,,	,, c. 192. -	
Great Eastern - -	*East Anglian; extension; capital -	,,	,, c. 193. -	
	*Monmouthshire; branches - -	,,	,, c. 195. -	
	Severn and Wye; additional powers -	,,	,, c. 196. -	
	*South Wales Mineral - - -	,,	,, c. 197. -	
	*Great Northern; Stamford-Baron branch.	,,	,, c. 199. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued*.

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*(I.) Cork and Bandon; consolidation of Acts; branches.	1853	16 & 17 Vict. c. 202. -	
Great Western - -	South Wales; deviation - -	,,	,, c. 204. -	
	*London and North Western; junction with Oxford, Worcester, and Wolverhampton.	,,	,, c. 205. -	
	*(I.) Dublin and Belfast Junction; Banbridge branch.	,,	,, c. 208. -	
	Great Western; purchase or lease of South Wales.	,,	,, c. 209. -	
Great Western - -	*South Wales; extension; deviation -	,,	,, c. 210. -	
Lancashire and Yorkshire -	Liverpool, Crosby, & Southport Lancashire and Yorkshire - } tolls East Lancashire - - }	,,	,, c. 211. -	
,, ,, -				
Great Western - -	*Oxford, Worcester, and Wolverhampton; extensions; time; money.	,,	,, c. 212. -	
London and North Western -	St. George's Harbour; railway -	,,	,, c. 213. -	
Great Western - -	*Wellington to Coalbrookdale - -	,,	,, c. 214. -	
	*London and North Western; Crewe to Shrewsbury.	,,	,, c. 216. -	
,, - -	*Newport, Abergavenny, and Hereford; branch.	,,	,, c. 217. -	
London and North Western -	*Warrington and Altrincham Junction; deviations; use of near railways; branches.	,,	,, c. 218. -	
Great Eastern - -	Eastern Union; redemption of preference shares.	,,	,, c. 221. -	
London and North Western -	*Hampstead Junction - - -	,,	,, c. 222. -	
	*Great Northern; Boston and Barkstone	,,	,, c. 223. -	
	East Indian; amendment - -	,,	,, c. 226. -	
Great Western - -	*Severn Valley - - - -	,,	,, c. 227. -	
	Whitehaven Junction; money -	1854	17 & 18 Vict. c. 24. -	
	Madras; amendment - - -	,,	,, c. 29. -	
	Great Indian Peninsula; amendment -	,,	,, c. 44. -	
London and North Western -	*South Staffordshire; branches -	,,	,, c. 53. -	
North Eastern - -	Newcastle and Carlisle; money -	,,	,, c. 57. -	
	*Lancashire and Yorkshire: Kirkdale to Liverpool - -	,,	,, c. 58. -	
	* ,, Middleton Branch - - -	,,	,, c. 59. -	
	London, Brighton, and South Coast; stations; money.	,,	,, c. 61. -	
	*Whitehaven, Cleator, and Egremont -	,,	,, c. 64. -	
South Eastern - - -	*London, Brighton, and South Coast; ,, Caterham Branch.	,,	,, c. 68. -	
Great Eastern - -	Eastern Union; additional powers -	,,	,, c. 69. -	
North Eastern - -	York, Newcastle, and Berwick; surplus lands of Pontop and South Shields.	,,	,, c. 73. -	
	Furness; money - - - -	,,	,, c. 76. -	
	*Blyth and Tyne; branches - -	,,	,, c. 79. -	
	North London; station - -	,,	,, c. 80. -	
	Cornwall; modifications of share capital	,,	,, c. 85. -	
	*(I.) Cork and Bandon; branch; money	,,	,, c. 96. -	
	Great Western; stations - -		,, c. 108. -	
North Eastern - -	*Stockton and Darlington; branches -	,,	,, c. 115. -	
	*Dowlais - - - - -	,,	,, c. 116. -	
Lancashire and York shire -	East Lancashire } vesting part of Lancashire & Yorkshire } two railways.	,,	,, c. 117. -	
Great Eastern - -	*East Suffolk: extension and branches	,,	,, c. 119. -	
Great Western - -	Shrewsbury and Chester; amendment	,,	,, c. 120. -	
	South Devon; Sutton Harbour Branch	,,	,, c. 122. -	
Great Northern - -	*Hertford and Welwyn Junction -	,,	,, c. 127. -	
North Eastern - -	*Stockton and Darlington; new works -	,,	,, c. 128. -	
Great Southern and Western	*(I.) Mallow and Fermoy - -	,,	,, c. 132. -	
	London, Tilbury, and Southend Extension; power to lease or sell.	,,	,, c. 133. -	
Irish North Western -	*(I.) Londonderry and Enniskillen; Fintona Branch.	,,	,, c. 135. -	
	*(I.) Bagenalstown and Wexford -	,,	,, c. 136. -	
	*Ambergate, Nottingham, and Boston and Eastern Junction; extension; station.	,,	,, c. 138. -	
London and North Western London and South Western	North and South Western Junction; money.	,,	,, c. 141. -	
Great Southern and Western	(I.) Tralee and Killarney; amendment	,,	,, c. 142. -	
	*Great Northern; Horncastle Branch -	,,	,, c. 143. -	
Great Western - -	*Shrewsbury and Hereford; Kingston Branch.	,,	,, c. 144. -	
Glasgow and South Western	*Ayr and Maybole Junction - -	,,	,, c. 146. -	
Scottish North Eastern -	*Scottish Midland Junction; Birnam branch.	,,	,, c. 148. -	
Great Western - -	Shrewsbury and Hereford; stations; arrangements with Hereford, Ross, and Gloucester.	,,	,, c. 149. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Llanelly; Llandovery branch - -	1854	17 & 18 Vict. c. 150. -	
North Eastern - -	*Picton to Grosmont - - -	,,	,, c. 151. -	
Great Eastern - -	Eastern Counties; goods station -	,,	,, c. 153. -	
	*Caledonian; branches - - -	,,	,, c. 155. -	
	Caledonian; Lesmahagow branches; amendment.	,,	,, c. 156. -	81
Great Western - -	South Wales; additional powers, lease, sale, &c.	,,	,, c. 158. -	
Great Northern - -	*Bradford, Wakefield, and Leeds -	,,	,, c. 160. -	
,, - -	*Leeds, Bradford, and Halifax Junction; extension.	,,	,, c. 162. -	
North Eastern - -	*York, Newcastle, and Berwick; branch; docks.	,,	,, c. 164. -	
London and North Western -	Bangor and Carnavon; money; sale or lease to Chester and Holyhead.	,,	,, c. 168. -	
Great Northern - -	Ambergate, Nottingham and Boston and Eastern Junction; money.	,,	,, c. 171. -	
Great Western - -	Shrewsbury and Hereford; power to lease	,,	,, c. 174. -	
	(I.) Dublin & Wicklow } alteration			
	Dublin & Kingstown } of contracts.	,,	,, c. 175. -	
Highland - - -	*Inverness to Nairn - - -	,,	,, c. 176. -	
London and North Western -	Shropshire Union; reduction of capital	,,	,, c. 179. -	
Great Eastern - -	*Wells and Fakenham - - -	,,	,, c. 180. -	
	Glasgow and South Western; investment of Ardrossan.	,,	,, c. 182. -	
	Caledonian; investment of part of General Terminus and Glasgow.	,,	,, c. 184. -	
	*Portsmouth; Shalford branch -	,,	,, c. 186. -	
	*Great North of Scotland; diversion; branch.	,,	,, c. 187. -	
	*South Devon and Tavistock - -	,,	,, c. 189. -	
Great Western - -	Birkenhead Dock - - -	,,	,, c. 192. -	
	*Rhymney - - - -	,,	,, c. 193. -	
	*North Staffordshire; Congleton and other branches.	,,	,, c. 194. -	
	*North British; Selkirk branch -	,,	,, c. 199. -	
	*London and North Western; Stockport to Disley and Whaley Bridge.	,,	,, c. 200. -	
	London and North Western; transfer part of London and Blackwall.	,,	,, c. 201. -	
	*Great Western; Berks and Hants Junction; time for Wilts, Somerset, and Weymouth.	,,	,, c. 202. -	
	London and North Western; fresh arrangements, for sale or lease of West London.	,,	,, c. 204. -	
	*Westminster to Clapham - -	,,	,, c. 205. -	
Cork and Youghall - -	(I.) Cork and Waterford; abandonment of Waterford and Tramore branches.	,,	,, c. 206. -	
Great Western - -	*Oxford, Worcester, and Wolverhampton; alterations; branches.	,,	,, c. 207. -	
London and South Western } London, Brighton, & S. C. }	Direct London and Portsmouth; winding up.	,,	,, c. 208. -	
Great Western - -	*Oxford, Worcester, and Wolverhampton; Chipping Norton branch.	,,	,, c. 209. -	
London, Brighton, & S. Coast	*West End of London and Crystal Palace, Bromley and Farnborough branches.	,,	,, c. 210. -	
	North Eastern; dissolution of York and North Midland, and Leeds Northern amalgamation of Malton and Driffield Junction.	,,	,, c. 211. -	
North British - -	*Border Counties - - -	,,	,, c. 212. -	
	Great Northern; working arrangements; lease or sale of Ambergate, Nottingham, Boston, &c.	,,	,, c. 214. -	
	*London and South Western; Yeovil junction with Great Western.	,,	,, c. 215. -	
Carmarthen and Cardigan -	*South Wales; Newcastle Emlyn branch.	,,	,, c. 218. -	
Great Eastern - -	Eastern Counties; arrangements with other railways.	,,	c. 220. -	
	North Metropolitan; extension -	,,	,, c. 221. -	
	Great Western; consolidation of Shrewsbury and Birmingham, and Shrewsbury and Chester.	,,	,, c. 222. -	
	Monmouthshire; money - -	1855	18 & 19 Vict. c. 10. -	
Great Western - -	*Wilts, Somerset, and Dorset; Bridport branch.	,,	,, c. 11. -	
Great Northern - -	Leeds, Bradford, and Halifax Junction; money.	,,	,, c. 13. -	
	South Eastern; money - -	,,	,, c. 16. -	
	*Midland; Dursley branch - -	,,	,, c. 17. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*(I.) Belfast & County Down; extension	1855	18 & 19 Vict. c. 18. -	
Great Eastern - -	Colchester, Stour Valley, Sudbury, and Halstead; additional powers.	,,	,, c. 19. -	
	South Wales Mineral; power to lease -	,,	,, c. 23. -	
	Vale of Neath; money - -	,,	,, c. 25. -	
	*Great North of Scotland; Keith branch	,,	,, c. 28. -	
	*North British; Jedburgh branch. -	,,	,, c. 30. -	
	East Indian; registration of shares in India.	,,	,, c. 38. -	
	Madras; registration of shares in India.	,,	,, c. 40. -	
	*Llynvi Valley; extensions; part abandonment; dissolution of Bridgend -	,,	,, c. 50. -	
	*(I.) Ulster; extension; station -	,,	,, c. 53. -	
Caledonian - - -	Dundee, Perth, and Aberdeen; money -	,,	,, c. 56. -	
	*Great North of Scotland; Turriff branch.	,,	,, c. 67. -	
	Cornwall; time; capital - -	,,	,, c. 59. -	
	*Swansea Vale; extension; to carry passengers.	,,	,, c. 60. -	
London and South Western	Salisbury and Yeovil; deviation -	,,	,, c. 62. -	
	Bristol and Exeter; money; lease of Somerset Central; shares in Exeter and Crediton.	,,	,, c. 63. -	
	*Great North of Scotland; Old Meldrum branch.	,,	,, c. 65. -	
	*Great Western; Abingdon branch -	,,	,, c. 69. -	
London and North Western -	(I.) Waterford and Limerick; money -	,,	,, c. 73. -	
Waterford and Limerick -	*Cromford and High Peak; extension -	,,	,, c. 75. -	
,, ,, -	*(I.) Limerick and Castleconnell -	,,	,, c. 76. -	
	(I.) Limerick and Foynes; money -	,,	,, c. 78. -	
	*Maryport and Carlisle; branches; money.	,,	,, c. 79. -	
Cambrian - - -	*Oswestry to Welchpool, and Newtown	,,	,, c. 86. -	
	*(I.) Dundalk to Black Rock - -	,,	,, c. 88. -	
	London and Blackwall; widening -	,,	,, c. 90. -	
	*Manchester, Sheffield, and Lincolnshire; Lincoln branch.	,,	,, c. 91. -	
London, Chatham, and Dover	East Kent; amendment - -	,,	,, c. 94.	
	Caledonian; money - - -	,,	,, c. 96. -	
	Glasgow and South Western; consolidation of Acts.	,,	,, c. 97. -	76
Great Western - -	South Wales; consolidation of Acts; new works.	,,	,, c. 98. -	
	*(I.) Cork and Youghal; Queenstown branch.	,,	,, c. 101. -	
	Metropolitan; alterations - -	,,	,, c. 102. -	
Irish North Western -	*(I.) Dundalk and Enniskillen; extensions.	,,	,, c. 105. -	
	*Rhymney; Taff Vale Junction; branches	,,	,, c. 110. -	
	*Bombay, Baroda, and Central India -	,,	,, c. 113. -	
	Chichester to Bognor; time - -	,,	,, c. 114. -	
	*Scinde - - - - -	,,	,, c. 115. -	
North Eastern - -	*North Yorkshire and Cleveland; branches.	,,	,, c. 116. -	
	*Vale of Neath; Aberdale Valley extension.	,,	,, c. 120. -	
London and South Western	*Exeter and Exmouth - - -	,,	,, c. 122. -	
	Great Northern; money - -	,,	,, c. 124. -	
North British - -	*Edinburgh, Perth, & Dundee; branches	,,	,, c. 127. -	
	Manchester, Sheffield, and Lincolnshire; capital.	,,	,, c. 129. -	
London and North Western	*Stockport, Disley, and Whaley Bridge; Cromford and High Peak Junction.	,,	,, c. 130. -	
	Carmarthen and Cardigan; deviation -	,,	,, c. 131. -	
London and South Western	Staines, Wokingham, and Woking; alterations.	,,	,, c. 139. -	
	*Cape Town Railway and Dock Company	,,	,, c. 140. -	
Great Northern - -	*Luton, Dunstable, & Welwyn Junction	,,	,, c. 146. -	
North Eastern - -	*Stockton and Darlington; branches -	,,	,, c. 149. -	
	*West Somerset Mineral - -	,,	,, c. 150. -	
North British - -	*Port Carlisle; Silloth Bay branch and dock.	,,	,, c. 153. -	
Great Eastern - -	Waveney Valley; time - -	,,	,, c. 157. -	
North British - -	Edinburgh & Glasgow; station; money	,,	,, c. 158. -	
Leven and East Fife -	*East Fife - - - - -	,,	,, c. 165. -	
Belfast & Northern Counties	(I.) Londonderry and Coleraine; lease of part.	,,	,, c. 167. -	
	*South Eastern (North Kent) } Farnboro' London, Brighton & S. Coast } extension.	,,	,, c. 169. -	
	Furness; money - - -	,,	,, c. 173. -	
London and North Western	*South Staffordshire; branches -	,,	,, c. 175. -	
London and South Western	Portsmouth; alterations - -	,,	,, c. 177. -	
North Eastern - -	*Dearness Valley - - -	,,	,, c. 180. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
Great Western - -	Oxford, Worcester, & Wolverhampton; Stratford and Avon Canal.	1855	18 & 19 Vict. c. 181. -	
Somerset and Dorset -	*Somerset Central; Wells Branch; Burnham branch and pier.	,,	,, c. 182. -	
Great Western - -	*Severn Valley; re-incorporation -	,,	,, c. 183. -	
London, Chatham, & Dover	*East Kent; Dover branches - -	,,	,, c. 187. -	
	London and South Western; capital -	,,	,, c. 188. -	
North British - -	*Glasgow, Dumbarton, and Helensburgh	,,	,, c. 190. -	
	*Great Western; Brentford branch and docks.	,,	,, c. 191. -	
London and South Western	*Stokes Bay - - - - -	,,	,, c. 192. -	
London and North Western	Derbyshire, Staffordshire, & Worcestershire Junction; name; alterations.	,,	,, c. 194. -	
	*Westminster Terminus; junction with West End of London & Crystal Palace.	,,	,, c. 198. -	
Great Western - -	*Milford - - - - -	1856	19 & 20 Vict. c. 14. -	
Great Eastern - -	Eastern Counties London & Blackwall { money for London, Tilbury, and Southend.	,,	,, c. 15. -	
Great Western - -	*Wilts, Somerset, & Weymouth; Shipton Mallett Branch.	,,	,, c. 16. -	
	(I.) Ulster; subscription to Portadown and Dungannon.	,,	,, c. 18. -	
Cambrian - - -	Llanidloes and Newtown; deviations -	,,	,, c. 22. -	
Leven and East Fife -	East of Fife; deviation - -	,,	,, c. 24. -	
	*(I.) Cork and Youghal; Cork extension	,,	,, c. 33. -	
Dublin and Belfast Junction	(I.) Banbridge Junction; money -	,,	,, c. 34. -	
Great North of Scotland -	*Alford Valley - - - - -	,,	,, c. 40. -	
	St. Ives and West Cornwall Junction; amendment.	,,	,, c. 41. -	
	Fleetwood, Preston, and West Riding Junction; capital; tolls.	,,	,, c. 44. -	
	*Vale of Clwyd - - - - -	,,	,, c. 45. -	
London & North Western / Great Western - -	Shrewsbury and Hereford; money -	,,	,, c. 47. -	
Great Eastern - -	Eastern Counties; capital and debt -	,,	,, c. 51. -	
London and North Western	Hampstead Junction; time -	,,	,, c. 52. -	
Great Eastern - -	*East Suffolk; Lowestoft branch -	,,	,, c. 53. -	
	Midland; money - - -	,,	,, c. 54. -	
Great Eastern - -	*Colchester, Stour Valley, Sudbury and Halstead; Halstead branch.	,,	,, c. 61. -	
	North British; money - -	,,	,, c. 63. -	
	Carmarthen and Cardigan; deviation; part abandonment.	,,	,, c. 68. -	
Great Northern - -	Luton, Dunstable & Welwyn Junction; alteration.	,,	,, c. 69. -	
London and South Western	*Lymington - - - - -	,,	,, c. 71. -	
London, Chatham, & Dover	*Sittingbourne to Sheerness - -	,,	,, c. 75. -	
Great Eastern - -	*Eastern Counties London & Blackwall { extension of London, Tilbury, and Southend.	,,	,, c. 76. -	61
,, - -	*East Suffolk; Yarmouth and Haddiscoe	,,	,, c. 79. -	
,, - -	Eastern Union; capital - -	,,	,, c. 81. -	
	*Morayshire; Orton to Craigellachie -	,,	,, c. 86. -	
	West End of London and Crystal Palace. / London, Brighton, and South Coast. { traffic; capital.	,,	,, c. 87. -	
	(I.) Bagenalstown and Wexford; money	,,	,, c. 88. -	
London and South Western	*London, Brighton, and South Coast; Leatherhead Branch.	,,	,, c. 92. -	
London and South Western	*Salisbury - - - - -	,,	,, c. 93. -	
North Eastern - -	*Newcastle and Carlisle, Stockton and Darlington. { junction and branch.	,,	,, c. 94. -	
	*Swansea Vale; extension and branch -	,,	,, c. 95. -	
North British - -	*West of Fife Mineral - - -	,,	,, c. 98. -	
Glasgow and South Western	*Maybole and Girvan - - -	,,	,, c. 99. -	
Great Western - -	*South Wales; branches - -	,,	,, c. 100. -	
	*Ceylon - - - - -	,,	,, c. 101. -	
Somerset and Dorset -	*Somerset Central; Glastonbury to Bruton.	,,	,, c. 102. -	
London, Brighton, & S. Coast	Wimbledon & Croydon; power to lease; capital.	,,	,, c. 105. -	
North British - -	Stirling and Dunfermline; money -	,,	,, c. 106. -	
	*Metropolitan; time; junction with Great Northern.	,,	,, c. 109. -	
Highland - - -	*Nairn to Keith - - - - -	,,	,, c. 110. -	
Great Western - -	Severn Valley; deviations; capital -	,,	,, c. 111. -	
Caledonian - - -	*Dunblane, Doune, and Callender -	,,	,, c. 113. -	
	*Glasgow and South Western; Castle Douglas branch.	,,	,, c. 114. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Thames Haven - - -	1856	19 & 20 Vict. c. 119. -	
	*London and South Western; Exeter extension.	„	„ c. 120. -	
	East Indian; amendment - -	„	„ c. 121. -	
	*Taff Vale; Ely branch; harbour -	„	„ c. 122. -	
	London and North Western; Crewe and Shrewsbury alteration.	„	„ c. 123. -	
Irish North Western -	(I.) Londonderry and Enniskillen; preference shares.	„	„ c. 124. -	
London, Chatham, & Dover	*West End of London & Crystal Palace; St. Mary Cray branch.	„	„ c. 125. -	
Great Western - -	Oxford, Worcester, & Wolverhampton; money; debenture into stock.	„	„ c. 126. -	
Great Eastern - -	Waveney Valley; time - -	„	„ c. 129. -	
	*Westminster Terminus; part abandonment; other lines; reduction of capital.	„	„ c. 130. -	
London and North Western -	*Oswestry and Newtown; Shrewsbury and Minsterley branches.	„	„ c. 132. -	
	Scottish North Eastern, amalgamation of Scottish Midland Junction and Aberdeen.	„ „	„ c. 134. -	
Somerset and Dorset -	*Southampton and Dorchester; Blandford St. Mary branch.	„	„ c. 135. -	
Scottish North Eastern -	*Scottish Midland Junction; Methven branch.	„	„ c. 136. -	
Great Western - -	Oxford, Worcester, & Wolverhampton; time; gauge.	„	„ c. 137. -	
Caledonian - - -	*Scottish Central; Denny branch -	„	„ c. 139. -	
	Cornwall; power to other companies to assist Plymouth, Truro, &c. line.	1857	20 Vict. c. 1. -	
	Whitehaven, Cleator, and Egremont; money.	„	„ c. 3. -	
	(I.) Great Southern and Western; money	„	20 & 21 Vict. c. 1. -	
Highland - - -	Inverness and Nairn; money - -	„	„ c. 5. -	
	South Devon; money - -	„	„ c. 8. -	
North Eastern - -	Bedale and Leyburn; capital - -	„	„ c. 10. -	
Great Western - -	Great Western and Brentford; money -	„	„ c. 13. -	
North British - -	Peebles; money - - -	„	„ c. 14. -	
London and North Western	Saint Helen's; money - - -	„	„ c. 16. -	
Great Southern and Western	(I.) Tralee and Killarney; borrowing -	„	„ c. 17. -	
London and South Western	Portsmouth; additional powers -	„	„ c. 18. -	
	North Eastern; money - - -	„	„ c. 19. -	
	Calcutta and South Eastern; additional powers.	„	„ c. 23. -	
London and South Western	Exeter and Exmouth; time - -	„	„ c. 24. -	
	(I.) Waterford & Tramore; time; money	„	„ c. 27. -	
	(I.) Dublin and Wicklow; incorporated with Dublin and Bray - -	„	„ c. 29. -	
	North Eastern; amalgamation with Hartlepool.	„	„ c. 33. -	
	Forth and Clyde Junction; capital -	„	„ c. 34. -	
North Eastern - -	*Stockton & Darlington } Haggarleazes Lancaster and Carlisle } to Tebay	„	„ c. 40. -	
Great Western - -	*South Wales; Penrhiwfer, &c., branches	„	„ c. 41. -	
North Eastern - -	West Hartlepool; loans into stock; capital	„	„ c. 43. -	
	*North Eastern; branch - -	„	„ c. 46. -	
	*Deeside; Charleston Branch - -	„	„ c. 49. -	
Great North of Scotland -	*Banff, Macduff, and Turriff Junction; extension.	„	„ c. 50. -	
	(I.) Cork and Youghal; time; borrowing	„	„ c. 51. -	
	*Great North of Scotland; Banff and Portsoy branches.	„	„ c. 53. -	
Great Western - -	*South Wales; Bristol branch and ferry	„	„ c. 54. -	
London, Brighton, & S. Coast	*Lewes to Uckfield - - -	„	„ c. 60. -	
	*(I.) Newry, Warrenpoint, & Rostrevor; extension; additional powers.	„	„ c. 61. -	
	(I.) Great Southern and Western; transfer of Mallow and Fermoy.	„	„ c. 62. -	
London and North Western	Cannock Mineral; time - -	„	„ c. 64. -	
	*West Somerset Mineral; extensions -	„	„ c. 66. -	
Taff Vale - - -	*Penarth; Ely extension - -	„	„ c. 69. -	
	*London and South Western; Epsom branch.	„	„ c. 72. -	
London, Chatham, & Dover	East Kent (Dover); amendment -	„	„ c. 76. -	
	*(I.) Midland Great Western of Ireland; Sligo and other branches.	„	„ c. 77. -	
North British - -	*Monkland; branches - - -	„	„ c. 78. -	
Caledonian - -	*Scottish Central; extensions - -	„	„ c. 81. -	
Great Northern - -	Stamford and Essendine; money -	„	„ c. 82. -	
Midland Gt. West. of Ireland	*(I.) Great Northern & Western of Ireland	„	„ c. 84. -	
	*(I.) Great Southern and Western; Athlone branch.	„	„ c. 85. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North British - -	*Edinburgh, Perth, and Dundee; Leslie and other branches.	1857	20 & 21 Vict. c. 86. -	
Great North of Scotland -	*Keith to Dufftown - - -	,,	,, c. 87. -	
North British - -	*West of Fife Mineral; Roscobie Branch	,,	,, c. 91. -	
	*Newquay - - - -	,,	,, c. 95. -	88
London and South Western	*Staines, Wokingham, and Woking; junction of Reading, Guildford, and Reigate with Great Western.	,,	,, c. 96. -	
London and North Western -	*Stockport, Disley, and Whaley Bridge; Buxton branch.	,,	,, c. 98. -	
	Westminster Terminus extension; Clapham to Norwood abandonment.	,,	,, c. 100. -	
	*Dartmouth and Torbay - -	,,	,, c. 103. -	
Irish North Western -	(I.)Dundalk and Enniskillen; deviations	,,	,, c. 104. -	
Great Western - -	*East Somerset; Wells Branch - -	,,	,, c. 105. -	
Cambrian - -	*Llanidloes and Newtown; Machynlleth branch.	,,	,, c. 106. -	
	*London & North Western; conversion of Shropshire canal into a railway.	,,	,, c. 108. -	
Furness - - -	*Broughton to Coniston - -	,,	,, c. 110. -	
	*Great Northern; Bourne Branch -	,,	,, c. 112. -	
	*(I.)Midland Great Western of Ireland; Clara Branch.	,,	,, c. 113. -	
	*Blyth and Tyne; part abandonment; extension.	,,	,, c. 114. -	
Great Western - -	*Stratford-upon-Avon - - -	,,	,, c. 116. -	
,, - -	*Newport, Abergavenny, and Hereford; extensions.	,,	,, c. 119. -	
Ulster - - - -	*(I.)Portadown & Dungannon; Omagh branch; working and leasing.	,,	,, c. 120. -	
London and South Western	Salisbury and Yeovil; deviations -	,,	,, c. 121. -	
	Whitehaven & Furness Junction; money	,,	,, c. 122. -	
	*Caledonian; Granton branches -	,,	,, c. 123. -	
North British - -	*Edinburgh, Perth, & Dundee; Kinross and Kingseat branches.	,,	,, c. 124. -	
	Metropolitan; time - - -	,,	,, c. 125. -	
Caledonian - -	*Hamilton and Strathaven - -	,,	,, c. 128. -	
North British - -	*Fife and Kinross; diversion; extension	,,	,, c. 129. -	
	*London, Brighton, and South Coast; Pulborough and Petworth branches.	,,	,, c. 133. -	
London and North Western	Midland - - } sale or lease of Lancaster & Carlisle } North Western.	,,	,, c. 134. -	
	London & South Western; deviations; additional powers.	,,	,, c. 136. -	
London and North Western } Mnchstr. Sheff. & Lincolnsh. }	*Oldham, Ashton, and Guide Bridge -	,,	,, c. 137. -	
Great Northern - -	Great Northern } capital fraudu- East Lincolnshire } lently created.	,,	c. 138. -	
	*Somerset & Dorset; extension; capital	,,	,, c. 139. -	
	*Rhymney; branch; capital - -	,,	,, c. 140. -	
Great Western - -	Swansea Harbour - - -	,,	,, c. 142. -	
London, Brighton, & S. Coast	West End of London and Crystal Palace, sale of.	,,	,, c. 143. -	
Bristol and Exeter - -	*Taunton to Watchet - - -	,,	,, c. 145. -	
	*Castle Douglas to Portpatrick -	,,	,, c. 149. -	
London, Chatham, and Dover	*Sittingbourne and Sheerness; part abandonment; new works.	,,	,, c. 151. -	
,, ,, ,,	*Herne Bay to Faversham - -	,,	,, c. 152. -	
	*Taff Vale; new lines; widening -	,,	,, c. 153. -	
	New Brunswick and Canada, transfer of St. Andrew's and Quebec A. shareholders to.		,, c. 154. -	
	*South Eastern; Tunbridge extension -	,,	,, c. 155. -	
Newry and Armagh -	*(I.) Newry and Enniskillen; Armagh extension.	,,	,, c. 156. -	
Great Western -	*Wycombe; extensions - -	,,	,, c. 158. -	
	*Eastern Bengal - - -	,,	,, c. 159. -	
	Scinde; additional powers - -	,,	,, c. 160. -	
London and North Western	*Lancaster and Carlisle; junction with North Western.	,,	,, c. 161. -	
	*Moors Water to Looe; by Liskeard and Looe Union Canal.	1858	21 & 22 Vict. c. 11. -	
	*Caledonian; Dalmarnock Branch -	,,	,, c. 13. -	
North Eastern - -	*Lancaster and Carlisle; junction with South Durham & Lancashire Union.	,,	,, c. 14. -	
	*Caledonian; Symington to Biggar and Broughton.	,,	,, c. 15. -	
Irish North Western -	(I.)Dundalk and Enniskillen; money -	,,	,, c. 16. -	
	*Shrewsbury and Hereford; Knighton branch.	,,	,, c. 19. -	
North British - -	Selkirk and Galashiels; money -	,,	,, c. 29. -	
Great Western - -	*Ely Valley; Mwyndy Branch - -	,,	,, c. 30. -	
	*Scottish North Eastern; Alyth Branch	,,	,, c. 43. -	
	Great North of Scotland; investment of Inverary & Old Meldrum junction.	,,	,, c. 45. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Ulster - - -	*(I.)Banbridge, Lisburn and Belfast -	1858	21 & 22 Vict. c. 46. -	
Great Eastern - -	*East Suffolk ; Lowestoft branch ; money	,,	,, c. 47. -	
Waterford and Limerick -	(I.)Waterford and Kilkenny ; money -	,,	,, c. 48. -	
London and South Western	Stokes Bay ; time - - -	,,	,, c. 50. -	
London, Chatham, & Dover	East Kent, (Dover); amendment -	,,	,, c. 51. -	
Belfast & Northern Counties	(I.)Belfast and Ballymena ; purchase of Ballymena, Ballymoney, Coleraine and Portrush Junction.	,,	,, c. 53. -	
London and South Western	*Exeter & Exmouth ; alteration of line ; reduction of capital.	,,	,, c. 56. -	
	London, Brighton, and South Coast ; money; purchase & lease of other lines.	,,	,, c. 57. -	
	London and South Western; lease of Staines, Wokingham, and Woking.	,,	,, c. 58. -	
London and North Western	Cromford and High Peak ; money -	,,	,, c. 61. -	
North British - -	Edinburgh & Glasgow ; vesting Stirling and Dunfermline.	,,	,, c. 64. -	
,, ,, - -	*Fife & Kinross ; junction with Kinrossshire.	,,	,, c. 65. -	
	*Caledonian ; junction with Port Carlisle-	,,	,, c. 66. -	
	London and South Western; sale of Salisbury and Yeovil.	,,	,, c. 67. -	
	Glasgow & South Western ; investment of Ayr and Dalmellington ; money	,,	,, c. 73. -	
Great Northern - -	Hertford, Luton and Dunstable ; amalgamation of Hertford and Welwyn Junction, and Luton, Dunstable, and Welwyn Junction.	,,	,, c. 74. -	
	*Manchester, Sheffield, & Lincolnshire ; Newton and Compstall branch.	,,	,, c. 75. -	
	(I.)Belfast and County Down ; time -	,,	,, c. 78. -	
London and South Western	*Andover to Redbridge ; conversion of Andover Canal into railway.	,,	,, c. 82. -	
	*Oude ; extensions - - -	,,	,, c. 83. -	
	*London, Brighton and South Coast ; Henfield Branch.	,,	,, c. 84. -	
	Cornwall ; time - - -	,,	,, c. 88. -	
	London & South Western ; lease of Salisbury and Yeovil ; arrangements with other companies ; capital.	,,	,, c. 89. -	
Great Western - -	Liverpool and Birkenhead Docks -	,,	,, c. 92. -	
Waterford and Limerick -	(I.) Limerick and Foynes ; money -	,,	,, c. 93. -	
	Midland Great Western of Ireland; alteration of Streamstown & Clara Junction	,,	,, c. 94. -	77
Corris - - -	*Talyllyn to Llanfihangel-Geneu'r-Glyn; tramroad.	,,	,, c. 95. -	
Midland Gt. West. of Ireland	(I.) Great Northern & Western, Ireland ; Midland Great Western to hold shares in ; deviations.	,,	,, c. 96. -	
Great Eastern - -	*Eastern Counties ; Buntingford Branch-	,,	,, c. 97. -	
Furness - - -	Ulverstone and Lancaster ; money ; sale or lease to Furness.	,,	,, c. 98. -	
	Eastern Counties ; abandonment of two parts.	,,	,, c. 99. -	
London and South Western -	*Portsmouth ; Hilsea Branch - -	,,	,, c. 101. -	
South Devon - -	South Devon and Tavistock ; power to lease ; money.	,,	,, c. 102. -	
	London, Brighton & South Coast; lease of West End of London & Crystal Palace.	,,	,, c. 104. -	
Lancashire and Yorkshire -	Lancashire & Yorkshire } vesting East Lancashire - } Blackburn.	,,	,, c. 106. -	
London, Chatham, and Dover	*East Kent ; junction with Mid Kent -	,,	,, c. 107. -	
Great North of Scotland -	*Formartine and Buchan - -	,,	,, c. 108. -	
	North British ; consolidation of Acts ; alterations.	,,	,, c. 109. -	
London and North Western -	Shrewsbury and Welchpool ; additional powers.	,,	,, c. 110. -	
Great Eastern - -	East Suffolk - - } amalga-	,,	,, c. 111. -	
,, - -	Yarmouth & Haddiscoe - } mation ;			
,, - -	Lowestoft & Beccles - } lease.			
Midland Gt. West. of Ireland	*(I.) Athenry to Tuam - - -	,,	,, c. 112. -	
	Great Northern - } working -	,,	,, c. 113. -	
	Manchester, Sheffield, and Lincolnshire }			
North Eastern - -	*Guisborough to Skinningrove - -	,,	,, c. 114. -	
,, - -	*Stockton and Darlington ; junction with Wear Valley.	,,	,, c. 115. -	
	Stockton & Darlington ; amalgamation of Wear Valley, Middlesborough and Redcar ; Middlesborough and Guisborough, & Darlington and Barnard Castle ; capital.	,,	,, c. 116. -	
,, - -	*Stockton and Darlington ; new railways	,,	,, c. 117. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*West London and Crystal Palace; Victoria station.	1858	21 & 22 Vict. c. 118. -	
	* (I.) Dublin to Meath - - -	„	„ c. 119. -	
	*Devon Valley - - - -	„	„ c. 122. -	
Great Western - -	Oxford, Worcester and Wolverhampton; alterations; capital; Stratford-on-Avon Canal.	„	„ c. 123. -	
„ - -	Newport, Abergavenny, and Hereford; diversion.	„	„ c. 126. -	
	*Whitehaven Junction; branches; shipping places; money.	„	„ c. 127 -	
London and North Western	Lancaster and Carlisle; part abandonment.	„	„ c. 128. -	
	London & North Western; Chester and Holyhead; money.	„	„ c. 130. -	
	London & North Western; works; lands	„	„ c. 131. -	
North Eastern - -	*North Yorkshire & Cleveland; Branch; deviation.	„	„ c. 134. -	
Great Western - -	Severn Valley; completion - -	„	„ c. 135. -	
London and North Western } Manchest, Sheffield, & Linc. }	Manchester South Junction & Altrincham; management.	„	„ c. 136. -	
	*Midland; Redditch Branch - -	„	„ c. 137. -	
	*Great Southern of India - -	„	„ c. 138. -	
Great Western - -	Worcester and Hereford; time -	„	„ c. 142. -	
	Lancashire and Yorkshire; vesting Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield and Goole.	„	„ c. 143. -	
Waterford and Limerick -	*(I.) Limerick and Castle Connell; Killaloe Branch; preference shares.	„	„ c. 144. -	
	West End of London and Clapham and Norwood Junction; abandonment.	„	„ c. 145. -	
Great Western - -	South Wales; additional powers -	„	„ c. 146. -	
	Llanelly; lease of Vale of Towy -	„	„ c. 147. -	
London and North Western	Warrington and Stockport; capital -	„	„ c. 150. -	
	Swansea Vale; money - - -	1859	22 Vict. c. 2. -	
London and South Western -	Wimbledon & Dorking } Epsom	„	„ c. 3. -	
„ „ -	Epsom & Leatherhead } station.			
Irish North Western - -	(I.) Londonderry and Enniskillen; Foyle Bridge.	„	„ c. 7. -	
	*Inverness & Aberdeen Junction; Findhorn Branch.	„	„ c. 8. -	
Gt. Southern and Western -	(I.) Tralee and Killarney; time -	„	„ c. 10. -	
Great North of Scotland -	Banff, Macduff and Turriff Junction; additional powers.	„	„ c. 11. -	
„ „ „ -	Formartine and Buchan; diversion; part abandonment.	„	„ c. 12. -	
	Great Western; lease of Great Western and Brentford.	„	„ c. 13. -	
	*(I.) Cork and Bandon; Kinsale Branch	„	„ c. 23. -	
Great Eastern - -	*East Suffolk; Aldborough Branch -	„	„ c. 28. -	
Belfast & Northern Counties-	*(I.) Ballymena, Ballymoney, Coleraine and Portrush Junction; Coleraine Branch.	„	„ c. 31. -	
Great Western - -	Leominster and Kington; additional powers.	„	„ c. 34. -	
	Great Northern; communication with North London; King's Cross station; capital.	„	„ c. 35. -	
„ - -	*West London; alteration - -	„	22 & 23 Vict. c. 1. -	
	*London and North Western; Junction with St. Helen's.	„	„ c. 2. -	
	*Caledonian; Wilsontown Branch -	„	„ c. 3. -	
	*Pembroke Dock to Tenby and Hobb's Point.	„	„ c. 6. -	
	Great North of Scotland; capital -	„	„ c. 8. -	
	*North Eastern; Pately Bridge Branch -	„	„ c. 10. -	
	„ ; Gateshead quay - -	„	„ c. 12. -	
London and North Western	Hampstead Junction; time; deviations	„	„ c. 13. -	
	North British; amalgamation of Selkirk and Galashiels.	„	„ c. 14. -	
London and South Western	Lymington; ferry; money - -	„	„ c. 15. -	
Great Western - -	*Shrewsbury & Hereford; Tenbury Branch	„	„ c. 16. -	
„ - -	*Worcester & Hereford; Branch; station	„	„ c. 17. -	
Caledonian - - -	Dundee & Perth & Aberdeen Junction; improvement.	„	„ c. 18. -	
	Vale of Neath; money - -	„	„ c. 22. -	
	*North British; Carlisle Branch -	„	„ c. 24. -	
Great Western - -	*Severn Valley; Much Wenlock Branch	„	„ c. 26. -	
Glasgow and South Western	Castle Douglas and Dumfries; money -	„	„ c. 29. -	
Cambrian - - -	*Llanidloes and Newtown; branch; lease	„	„ c. 30. -	
	London and South Western; amalgamation or lease of Portsmouth.	„	„ c. 31. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year	Reign, &c.	Total No. passed in each Year.
Great Northern - -	Hertford, Luton & Dunstable; money; time.	1859	22 & 23 Vict. c. 33. -	
Glasgow and South Western	Maybole and Girvan; money; deviation	,,	,, c. 34. -	
	South Eastern; transfer of Caterham -	,,	,, c. 35. -	
	(I.) Bagenalstown & Wexford; additional powers; deviation; money; Great Southern and Western to subscribe.	,,	,, c. 36. -	
	(I.) Dublin and Drogheda; debenture stock; station.	,,	,, c. 37. -	
	*(I.) Newry and Armagh; branch -	,,	,, c. 38. -	
	Midland - { abandonment of Great Western - { Gloucester and Cheltenham.	,,	,, c. 40. -	
	*(I.) Ulster; Clones Branch; stations; debenture stock; arrangements with Dundalk and Enniskillen.	,,	,, c. 41. -	
North British - -	Border Counties; deviations; money -	,,	,, c. 43. -	
	London and South Western; money -	,,	,, c. 44. -	
London, Chatham, and Dover	*Sevenoaks - - - -	,,	,, c. 45. -	
Great Western - -	*Witney - - - -	,,	,, c. 46. -	
	*(I.) Great Northern & Western, Ireland; Castlebar Branch.	,,	,, c. 48. -	
	(I.) Londonderry and Lough Swilly; additional powers.	,,	,, c. 50. -	
Irish North Western -	*(I.) Dundalk and Enniskillen; Cavan and Belturbet branches.	,,	,, c. 51. -	
	*(I.) Midland Great Western of Ireland; branch.	,,	,, c. 53. -	
London, Chatham, and Dover	East Kent; change of name - -	,,	,, c. 54. -	
	*Midland; Mountsorrel Branch -	,,	,, c. 55. -	
Somerset and Dorset -	Somerset Central; narrow gauge; money	,,	,, c. 56. -	
London and North Western -	*Merthyr and Abergavenny - -	,,	,, c. 59. -	
	*(I.) Midland Great Western of Ireland; alteration.	,,	,, c. 62. -	
	*Mid-Wales - - - -	,,	,, c. 63. -	
	*Great Western; Llangollen Branch -	,,	,, c. 64. -	106
London and South Western -	Stokes Bay; money - - -	,,	,, c. 65. -	
	*Brecon and Merthyr Tydfil Junction -	,,	,, c. 68. -	
	*London, Brighton, and South Coast; alterations; Norwood Branch; stations; purchase or lease of other lines.	,,	,, c. 69. -	
Great Northern - -	Bradford, Wakefield, and Leeds; money	,,	,, c. 71. -	
	South Durham and Lancashire Union; alterations.	,,	,, c. 73. -	
	*Birkenhead, Lancashire, and Cheshire Junction; branches.	,,	,, c. 74. -	
Great Western - -	*Oxford, Worcester, and Wolverhampton; extension; narrow gauge.	,,	,, c. 76. -	
	*(I.) Dublin & Wicklow; Gorey Branch -	,,	,, c. 80. -	
South Eastern - -	*Charing Cross - - - -	,,	,, c. 81. -	
Caledonian - -	Scottish Central; consolidation of Acts -	,,	,, c. 83. -	
Brecon & Merthyr Tyd. Junc.	*Shrewsbury and Hereford; Brecon and Hay Branch.	,,	,, c. 84. -	
North British - -	*Wansbeck; junction with North Tyne, Blyth and Tyne, and North Eastern.	,,	,, c. 85. -	
	*London and North Western; Sutton Coldfield Branch.	,,	,, c. 88. -	
London, Chatham, and Dover	Sittingbourne and Sheerness; money -	,,	,, c. 90.	
	North Eastern; amalgamation of Bedale and Leyburn and Rosendale Branch of North Yorkshire and Cleveland	,,	,, c. 91. -	
	*West Cowes to Newport - -	,,	,, c. 94. -	
	*London & South Western; Christchurch Branch.	,,	,, c. 95. -	
North British - -	*Charleston; purchase and improvement of railway and harbour.	,,	,, c. 96. -	
	Metropolitan; alterations; relinquishment.	,,	,, c. 97. -	
London, Brighton, & S. Coast	West End of London & Crystal Palace; additional powers.	,,	,, c. 98. -	
	*North Eastern; branches - -	,,	,, c. 100. -	
Manchester, Sheffield, & Linc.	South Yorkshire; River Dun company -	,,	,, c. 101. -	
	Bombay, Baroda, and Central India; capital.	,,	,, c. 102. -	
London and North Western	*Nuneaton to Hinckley - -	,,	,, c. 104. -	
Great Western - -	*Berks and Hants Extension - -	,,	,, c. 105. -	
	South Staffordshire; money - -	,,	,, c. 109. -	
	Lancashire & Yorkshire; amalgamating East Lancashire.	,,	,, c. 110. -	
Great Northern - -	Leeds, Bradford, and Halifax; mortgage into shares or stock.	,,	,, c. 111. -	
	Victoria Station and Pimlico; money -	,,	,, c. 112. -	
	London and North Western; new works	,,	,, c. 113. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North Staffordshire - -	Silverdale and Newcastle-under-Lyme; maintenance.	1859	22 & 23 Vict. c. 114. -	
Great Eastern - -	*Waveney Valley; Bungay and Ditchingham branches.	,,	,, c. 115. -	
London, Chatham, and Dover	*Herne Bay and Faversham; Margate Branch; name.	,,	,, c. 116. -	
Great Eastern - -	*Loughton, Epping and Chipping Ongar	,,	,, c. 117. -	
	*Norwich and Spalding; Sutton Bridge Branch.	,,	,, c. 118. -	
,, - -	*Tendring Hundred - - -	,,	,, c. 119. -	
Great Western - -	Bridport; money; lease to Great Western	,,	,, c. 120. -	
	*Central Wales - - -	,,	,, c. 121. -	
	*Colne Valley and Halstead; Haverhill Branch.	,,	,, c. 122. -	
London and North Western	Lancaster and Carlisle; new works; money.	,,	,, c. 124. -	
London, Brighton, & S.Coast	*Mid-Sussex, Coultershaw to Midhurst -	,,	,, c. 125. -	
	*North Staffordshire; branch; time; arrangements with London and North Western.	,,	,, c. 126. -	
North Eastern - -	*Stockton and Darlington; new railway	,,	,, c. 127. -	
	*Kensington Station, and North and South London Junction.	,,	,, c. 128. -	
	*Lancashire and Yorkshire; Rochdale and Royton branches.	,,	,, c. 129. -	
	*Midland; extension - - -	,,	,, c. 130. -	
Belfast & Northern Counties	(I.) Londonderry and Coleraine; arrangements with their creditors.	,,	,, c. 131. -	
London and North Western Great Western - - London and South Western London, Brighton, & S.Coast	West London Extension - -	,,	,, c. 134. -	
	*Midland; Burton Branch - -	,,	,, c. 136. -	
London and North Western	Warrington and Stockport; transfer to certain companies.	,,	,, c. 138. -	
Great Eastern - -	*Wells and Fakenham; extension to Wells quays.	,,	,, c. 139. -	
North Staffordshire - -	Silverdale and Newcastle; additional powers.	1860	23 & 24 Vict. c. 3. -	
Ulster - - -	(I.) Banbridge, Lisburn, and Belfast; deviations; Ulster to take shares.	,,	,, c. 6. -	
Highland - - -	Inverness & Aberdeen Junction; money	,,	,, c. 9. -	
	South Devon; stations; widening -	,,	,, c. 10. -	
	*Great Western; Calne Branch -	,,	,, c. 11. -	
	North London; money - -	,,	,, c. 14. -	
	*Manchester, Sheffield, and Lincolnshire; New Mills and Hayfield Branch.	,,	,, c. 15. -	
Midland - - - Great Northern - - Manchestr, Sheffield & Linc.	*Stockport to Woodley - -	,,	,, c. 16. -	
	Brecon and Merthyr Tydfil Junction; Brecon Junction.	,,	,, c. 17. -	
	Liskeard and Caradon; alterations; new works.	,,	,, c. 20. -	
	*(I.) Bagenalstown & Wexford; Enniscarthy & another branch; subscription of Great Southern and Western.	,,	,, c. 24. -	
London and North Western	Shrewsbury and Welchpool; money -	,,	,, c. 25. -	
	(I.) Clearing House system in Ireland -	,,	,, c. 29. -	
,, ,, - -	*Cannock Mineral; Cannock Chase Branch.	,,	,, c. 35. -	
Great Northern - - -	Nottingham and Grantham Railway and Canal; name altered from Ambergate, Nottingham, and Boston, & Eastern Junction Railway & Canal Company.	,,	,, c. 36. -	
	Edinburgh Railway Station Access Company; additional capital.	,,	,, c. 37. -	
Irish North Western -	*(I.) Londonderry and Enniskillen; Stranorlar Branch.	,,	,, c. 40. -	
North Eastern - -	Stockton and Darlington; money -	,,	,, c. 44. -	
Midland Gt. West. of Ireland	(I.) Great Northern & Western, Ireland; deviation.	,,	,, c. 45. -	
	(I.) Belfast & Northern Counties; name altered from Belfast and Ballymena; money.	,,	,, c. 46. -	
	*(I.) Dublin and Wicklow; Enniscorthy Branch; name.	,,	,, c. 47. -	
	Great Southern of India; amendment	,,	,, c. 49. -	
London and South Western -	Andover and Redbridge; deviations -	,,	,, c. 50. -	
Bristol and Exeter - -	West Somerset; additional powers -	,,	,, c. 51. -	
	Midland; contracts for user of other undertakings.	,,	,, c. 52. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Belfast and Northern Counties	*(I.) Carrickfergus to Larne - -	1860	23 & 24 Vict. c. 54. -	
Waterford and Limerick -	(I.) Limerick and Ennis; additional powers.	„	„ c. 56. -	
	Metropolitan; stations - - -	„	„ c. 58. -	
	(I.) Dublin and Belfast Junction; lease of Banbridge Junction.	„	„ c. 59. -	
	(I.) Belfast and County Down; part abandonment; time.	„	„ c. 60. -	
	*(I.) Belfast and County Down; Bangor Branch.	„	„ c. 61. -	
	(I.) Dublin and Wicklow; lease of Dublin and Kingstown.	„	„ c. 62. -	
Great North of Scotland -	*Keith and Dufftown; abandonment; new line.	„	„ c. 63. -	
	*London and South Western Exeter Extension; Chard Branch.	„	„ c. 64. -	
Midland - - -	Burton-upon-Trent; additional powers	„	„ c. 65. -	
	*Midland; Rowsley to Buxton - -	„	„ c. 66. -	
	„ ; St. Pancras Station; arrangements with Great Northern, North London, and Regent's Canal.	„	„ c. 67. -	
	*Great Western; connexion with Wilts, Somerset, and Weymouth.	„	„ c. 69 -	
	*Sirhowy; name; money - -	„	„ c. 71. -	
	*Midland; Great Malvern Branch -	„	„ c. 72. -	
Great Western - -	*East Somerset; part abandonment; other works.	„	„ c. 73. -	
„ - -	Oxford, Worcester, and Wolverhampton; lease of Severn Valley.	„	„ c. 76. -	
	London and North Western; use of Normanton station, and part of railway near.	„	„ c. 77. -	
	London and North Western; transfer part of St. Helen's Canal; mon'	„	„ c. 79. -	
„ - -	West Midland; amalgamation of Newport, Abergavenny and Hereford, Worcester and Hereford, and Oxford, Worcester, and Wolverhampton.	„	„ c. 81. -	
„ - -	*Oxford, Worcester, and Wolverhampton; Bourton-on-the-Water Branch	„	„ c. 82. -	
Caledonian - - -	*Glasgow and South Western; junction with Caledonian.	„	„ c. 83. -	
	(I.) Newry, Warrenpoint, and Rostrevor; additional powers.	„	„ c. 87. -	
	*Buckley to Connah's Quay - -	„	„ c. 89. -	
Great Northern - - / Midland - - - / Manchestr, Sheffield, & Linc.	*Altrincham to Knutsford and Northwich	„	„ c. 90. -	
London and North Western	*Nuneaton and Hinckley; name; junction with Midland.	„	„ c. 91. -	
	London and South Western; Salisbury & Yeovil; Bristol & Exeter; Yeovil and Dursan - } joint station	„	„ c. 92. -	
Great Western - -	*Stourbridge to Old Hill, &c. - -	„	„ c. 94. -	
	Caledonian; investment in Lesmahagow branches.	„	„ c. 97. -	
	*(I.) Letterkenney - - -	„	„ c. 99. -	
Gt. South. & West. of I. -	*(I.) Cork and Limerick Direct - -	„	„ c. 100. -	
Cambrian - - -	Oswestry and Newtown; capital; lease	„	„ c. 101. -	
	*London and South Western; connexion of Bristol and Exeter; gauge.	„	„ c. 103. -	
	*London, Brighton, and South Coast; junction with West End of London and Crystal Palace.	„	„ c. 109. -	120
	*London and North Western; Rickmansworth Branch.	„	„ c. 111. -	
	*(I.) Dublin & Drogheda; Oldcastle Branch	„	„ c. 114. -	
	*Morayshire; Rothes Branch - -	„	„ c. 116. -	
Caledonian - - -	*Symington, Biggar, and Broughton; Peebles Branch.	„	„ c. 120. -	
Ulster - - -	*(I.) Portadown, Dungannon, & Omagh Junction; Omagh Branch; arrangements with other railways.	„	„ c. 121. -	
London and North Western	*Stockport, Disley, and Whaley Bridge: Hayfield Branch.	„	„ c. 122. -	
	*London & Blackwall; station; branch; company's arrangements.	„	„ c. 123. -	
London and South Western	Salisbury and Yeovil; deviation - -	„	„ c. 124. -	
Brecon & Merthyr Tydfil Junc.	*Hereford, Hay, and Brecon; junction with Newport, Abergavenny, and Hereford; abandonment of junction with Shrewsbury and Hereford.	„	„ c. 127. -	
Great Western - -	*Severn Valley; Tenbury Branch -	„	„ c. 128. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Somerset and Dorset; time; Somerset Central to subscribe.	1860	23 & 24 Vict. c. 130. -	
Highland - - -	*Inverness and Ross-shire - -	,,	,, c. 131. -	
	*Mid-Wales; junction with Hereford, Hay, and Brecon, and Brecon and Merthyr Junction.	,,	,, c. 133. -	
North British - -	Port Carlisle; money running powers over Newcastle & Carlisle. Carlisle & Silloth Bay	,,	,, c. 134. -	
London and North Western	Stockport, Disley, and Whaley Bridge; money.	,,	,, c. 136. -	
Cambrian - - -	*Oswestry and Newtown; Porthywaen Branch.	,,	,, c. 139. -	
	North British; amalgamating Jedburgh.	,,	,, c. 140. -	
	*Central Wales Extension - -	,,	,, c. 141. -	
	*Montrose and Bervie - - -	,,	,, c. 142. -	
Great Eastern - -	*Epping; Great Dunmow Extension -	,,	,, c. 143. -	
	*Caledonian; Lanark and Granton branches.	,,	,, c. 144. -	
North British - -	*West Fife Mineral; extension -	,,	,, c. 145. -	
South Eastern - -	Charing Cross; dissolution of Hungerford Market.	,,	,, c. 147. -	
London and North Western	*Chester and Holyhead; Llanrwst Branch	,,	,, c. 149. -	
London and South Western	Wimbledon and Dorking; money -	,,	,, c. 152. -	
	*(I.) Waterford and Limerick; Waterford and Kilkenny.	,,	,, c. 153. -	
	*(I.) Kilrush to Kilkee - - -	,,	,, c. 155. -	
Great Western - -	*Milford Haven - - - -	,,	,, c. 156. -	
Great Eastern - -	*Waveney Valley; Beccles Branch -	,,	,, c. 157. -	
London and South Western	Epsom and Leatherhead, transfer of -	,,	,, c. 158. -	
	North British; stations - -	,,	,, c. 159. -	
	*(I.) Waterford and Limerick; extensions; money.	,,	,, c. 160. -	
	Llanelly; lease of Vale of Towy -	,,	,, c. 161. -	
Isle of Wight - -	*Ryde to Ventnor - - -	,,	,, c. 162. -	
	*Sudbury to Melford and Clare - -	,,	,, c. 163. -	
	*Denbigh, Ruthin, and Corwen - -	,,	,, c. 164. -	
Hayling - - -	*London, Brighton, and South Coast; Direct Portsmouth; Hayling ferry.	,,	,, c. 166. -	
Great Northern - -	*Bradford, Wakefield, and Leeds; Ossett Branch.	,,	,, c. 167. -	
	*Great Northern connexion; Metropolitan - arrangements.	,,	,, c. 168. -	
	London, Brighton, and South Coast; coast lines alterations; West End of London and Crystal Palace; River Arun.	,,	,, c. 171. -	
London, Brighton, &S. Coast	Mid-Sussex and Midhurst Junction; deviation.	,,	,, c. 172. -	
London and South Western	*Mid-Sussex and Midhurst Junction; Petersfield Branch.	,,	,, c. 173. -	
	London, Chatham, and Dover; transfer of Farnborough Extension; dissolution of West End of London and Crystal Palace.	,,	,, c. 174. -	
Manchester and Milford -	*Llanidloes to Pencader - -	,,	,, c. 175. -	
	*London, Chatham, and Dover; extension to the Metropolis.	,,	,, c. 177. -	
North British - -	*Monkland; branches - - -	,,	,, c. 178. -	
Brecon & Merthyr Tydfil Junc.	Hereford, Hay, and Brecon; vesting of Hay.	,,	,, c. 179. -	
London, Brighton, & S. Coast	*Horsham and Guildford Direct -	,,	,, c. 180. -	
	(I.) Midland Great Western of Ireland; lease or sale of Athenry and Tuam.	,,	,, c. 182. -	
London and North Western	*Bedford to Cambridge - - -	,,	,, c. 183. -	
	London and South Western; alteration of Kingston Bridge Line.	,,	,, c. 185. -	
	London, Chatham, and Dover; money	,,	,, c. 187. -	
Great Western - -	*Llangollen to Corwen - - -	,,	,, c. 188. -	
	*Aylesbury and Buckingham - -	,,	,, c. 192. -	
	North British; amalgamating Border Counties.	,,	,, c. 195. -	
,, - - -	*Faringdon - - - -	,,	,, c. 196. -	
	Metropolitan; extension - -	,,	,, c. 197. -	
Caledonian - - -	Hamilton and Strathaven; preference shares; time.	,,	,, c. 198. -	
	Forest of Dean Central; time - -	,,	,, c. 199. -	
	*(I.) Athenry and Ennis Junction -	,,	,, c. 200. -	
	*(I.) West of Cork - - -	,,	,, c. 203. -	
Great Western - -	Bristol and South Wales Union; money; time.	1861	24 & 25 Vict. c. 2. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued*.

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Highland - - -	Inverness and Nairn / Inverness and Aberdeen Junction - } consolidation	1861	24 & 25 Vict. c. 8. -	
	*Blackpool to Lytham - - -	„	„ c. 9. -	
	Brecon and Merthyr Tydfil Junction; money.	„	„ c. 10. -	
	(I.) Dublin, Wicklow, and Wexford; deviation.	„	„ c. 11. -	
	South Eastern; money; additional subscription to Charing Cross.	„	„ c. 12. -	
London and North Western	Shrewsbury and Welchpool; widening branch.	„	„ c. 13. -	
London and South Western	Exeter and Exmouth; money - -	„	„ c. 15. -	
Great North of Scotland -	*Strathspey - - - - -	„	„ c. 16. -	
Cambrian - - -	*Oswestry and Newtown; Llanfyllin and Kerry branches.	„	„ c. 17. -	
Highland - - -	*Inverness and Aberdeen Junction; Burghead Branch; station.	„	„ c. 18. -	
Great Western - -	Witney; station - - - -	„	„ c. 22. -	
Great Northern - -	*Bradford, Wakefield, and Leeds; junction with London and North Western	„	„ c. 28. -	
	(I.) Kilrush to Kilkee; diversion; harbour.	„	„ c. 29. -	
	*Morayshire; junction with Strathspey	„	„ c. 30. -	
Great Western - -	Stratford-upon-Avon; money - -	„	„ c. 31. -	
„ - - -	*Wrexham to Minera - - -	„	„ c. 32. -	
	*Lancashire and Yorkshire; Bootle Branch.	„	„ c. 34. -	
Midland - - -	*Garston to Liverpool - - -	„	„ c. 35. -	
	Great Western; money - -	„	„ c. 36. -	
	Lancashire and Yorkshire; money -	„	„ c. 37. -	
	*London and North Western; Market Drayton Branch.	„	„ c. 44. -	
	Dartmouth and Torbay; money -	„	„ c. 46. -	
	*Lancashire and Yorkshire; Dewsbury, Heckmondwike, and Meltham branches.	„	„ c. 50. -	
Taff Vale - - -	*Llantrissant and Taff Vale Junction -	„	„ c. 51. -	
	West Cornwall; debenture stock -	„	„ c. 54. -	
	*Midland; new railways - -	„	„ c. 57. -	
Great Northern - -	*Leeds, Bradford, and Halifax Junction; junction with London and North Western at Batley.	„	„ c. 60. -	
	*Whitehaven, Cleator, and Egremont; Lamplugh Branch; capital.	„	„ c. 62. -	
North Eastern - -	*Stockton and Darlington; abandoning one, and making another branch.	„	„ c. 63. -	
	(I.) Belfast and County Down; abandonment of Bangor Branch.	„	„ c. 64. -	
	Mid-Wales; deviation - - -	„	„ c. 65. -	
London and North Western	Manchester, London Road Station; enlargement.	„	„ c. 66. -	
Midland Gt. West. of Ireland	*(I.) Great Northern and Western, Ireland; Westport Branch.	„	„ c. 67. -	
Ulster - - -	*(I.) Portadown, Dungannon, and Omagh Junction; Aughnacloy Branch	„	„ c. 69. -	
	Great Northern: investment of Hertford, Luton, and Dunstable.	„	„ c. 70. -	
North Eastern - -	*Stockton and Darlington; Newlandside Branch.	„	„ c. 72. -	
Great Western - -	*Uxbridge and Rickmansworth - -	„	„ c. 73. -	
	*Henley-in-Arden - - -	„	„ c. 76. -	
North Eastern - -	*Hull and Selby; alteration - - -	„	„ c. 79. -	
	Victoria Station and Pimlico; money; companies arrangements.	„	„ c. 81. -	
	*Whitehaven Junction; Lord Lonsdale's Workington Branch.	„	„ c. 83. -	
North British - -	Edinburgh and Glasgow; money -	„	„ c. 84. -	
	*Manchester, Sheffield, and Lincolnshire; new railways; station.	„	„ c. 86. -	
Great Western - -	*Wycombe; Aylesbury and Oxford branches.	„	„ c. 87. -	
	*(I.) Banbridge Extension - -	„	„ c. 89. -	
Cambrian - - -	Llanidloes and Newtown; time; money	„	„ c. 90. -	
South Eastern - -	*Charing Cross; London and Southwark Extensions; money.	„	„ c. 93. -	
Caledonian - - -	Dunblane, Doune, and Callander; preference shares.	„	„ c. 96. -	
	*Blyth and Tyne; Newcastle and other branches.	„	„ c. 98. -	
Waterford & Limerick -	(I.) Limerick and Foynes; money -	„	„ c. 99. -	
	*Lancashire and Yorkshire; Salford and Victoria Stations Branch.	„	„ c. 101. -	
	*North British; Peebles Branch -	„	„ c. 102. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
	*Oswestry and Newtown; Bishop's Castle and other branches.	1861	24 & 25 Vict. c. 103. -	
	*Midland; investment of Dursley and Midland Junction; additional works	„	„ c. 106. -	
	*(I.) Cork and Youghal; extension -	„	„ c. 107. -	
	*London and North Western; branches	„	„ c. 110. -	
	*London and South Western; branches	„	„ c. 111. -	
Great Northern - - / Midland - - - / Manchestr, Sheffield, & Linc.	Cheshire Midland; deviations; working arrangements.	„	„ c. 113. -	
	North British; lease of Peebles -	„	„ c. 114. -	
	*Wivenhoe to Brightlingsea -	„	„ c. 119. -	
	*London, Brighton, and South Coast; Bognor Branch.	„	„ c. 120. -	
	*(I.) Dublin and Antrim Junction -	„	„ c. 122. -	
	London and North Western; Chester and Holyhead; steamboats.	„	„ c. 123. -	
Taff Vale - - -	Penarth; money - - -	„	„ c. 124. -	
London, Chatham, & Dover	Sittingbourne and Sheerness; money -	„	„ c. 127. -	
	*London and North Western; branches; Liverpool stations.	„	„ c. 128. -	
	*(I.) Downpatrick and Newry - -	„	„ c. 129. -	
	*London and North Western; branches	„	„ c. 130. -	
North British - -	Fife and Kinross; money - -	„	„ c. 131. -	
	North London; widening - -	„	„ c. 132. -	
	Metropolitan; additional powers; companies arrangements.	„	„ c. 133. -	
	London and North Western - / Great Western - } investment of Birkenhead.	„	„ c. 134. -	
	*North Eastern; branch; deviation; part abandonment of branch.	„	„ c. 135. -	
London and North Western	South Staffordshire; money - -	„	„ c. 136. -	
Irish North Western -	*(I.) Enniskillen; Bundoran and Sligo -	„	„ c. 138. -	
	*Midland; Otley and Ilkley branches -	„	„ c. 139. -	
	*North Eastern; Arthington, Otley, and Ilkley Branches.	„	„ c. 141. -	
	*(I.) Great Southern and Western; Parsonstown and Portumna Bridge Branch.	„	„ c. 142. -	
Great Northern - - / Midland - - - / Manchester, Sheffield, & Lin.	*West Cheshire; Northwich to Helsby	„	„ c. 143. -	
	Rhymney; money - - -	„	„ c. 144. -	
	*(I.) Great Southern and Western; Birdhill Branch.	„	„ c. 147. -	
	(I.) Great Southern and Western; money; shares in Limerick and Castle Connell.	„	„ c. 148. -	
	*Manchester and Milford; Aberystwith Branch.	„	„ c. 150. -	165
	Great North of Scotland; stations; alterations.	„	„ c. 153. -	
	*Manchester, Sheffield, and Lincolnshire; Trent Branch.	„	„ c. 156. -	
North Eastern - -	Stockton and Darlington; money -	„	„ c. 157. -	
	Leven - / East Fife, } amalgamation - -	„	„ c. 158. -	
	* „ ; Anstruther Branch -	„	„ c. 159. -	
	*(I.) Londonderry and Lough Swilly; Buncrana Branch.	„	„ c. 161. -	
	*Swansea Vale; new railways - -	„	„ c. 162. -	
Caledonian - - -	Dumfries, Lochmaben, and Lockerby Junction; diversion.	„	„ c. 163. -	
Great Western; Metropolitan	*Hammersmith and City - -	„	„ c. 164. -	
Manchester, Sheffield, & Linc.	*South Yorkshire; Barnsley coal -	„	„ c. 165. -	
London and North Western -	Lancaster and Carlisle / Caledonian - - } Citadel station	„	„ c. 166. -	
Great Western - -	*Marlborough - - - - -	„	„ c. 167. -	
	*(I.) Rathkeale and Newcastle Junction	„	„ c. 168. -	
Manchester, Sheffield, & Linc.	*South Yorkshire; extension; additional power to River Dun Company.	„	„ c. 169. -	
Great Eastern - -	Waveney Valley; money - -	„	„ c. 171. -	
	*London, Brighton and South Coast; Tunbridge Wells Branch.	„	„ c. 174. -	
Midland - - - / Great Northern - - / Manchestr, Sheffield, & Linc.	*Stockport, Timperley, and Altrincham -	„	„ c. 175. -	
North British - -	*Kinross-shire; branches - -	„	„ c. 177. -	
Great Eastern - -	*Eastern Counties; Saffron Walden Branch.	„	„ c. 178. -	
London and North Western	Conway and Llanrwst; deviation -	„	„ c. 179. -	
Great Eastern - -	East Suffolk; share capital - -	„	„ c. 180. -	
Cambrian - - - -	*Aberystwith and Welsh Coast - -	„	„ c. 181. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Eastern - -	*Bishop's Stortford to Dunmow and Braintree.	1861	24 & 25 Vict. c. 182. -	
North Eastern - -	*Cleveland; Tees Branch; deviations -	„	„ c. 183. -	
	Forest of Dean Central; additional works	„	„ c. 184. -	
Highland - - -	*Inverness and Perth Junction - -	„	„ c. 186. -	
	*Ludlow and Clee Hill - - -	„	„ c. 187. -	
Great Western - -	*Wenlock Junction - - -	„	„ c. 189. -	
	*Salisbury and South Dorset - -	„	„ c. 190. -	
	South Eastern; steam vessels; London and Greenwich Line.	„	„ c. 191. -	
London and North Western -	Vale of Clwyd; money - -	„	„ c. 192. -	
Great Eastern - -	Ware, Hadham, and Buntingford; deviation.	„	„ c. 193. -	
Great Northern - -	*Holme to Ramsey - - -	„	„ c. 194. -	
North British - -	*Stirling and Dunfermline; Alva Branch	„	„ c. 195. -	
	*North London; Liverpool Street Branch	„	„ c. 196. -	
Great Western - -	West Midland; lease of Coleford, Monmouth, Usk, and Pontypool - -	„	„ c. 197. -	
	*Glasgow, Dumbarton, & Helensburgh; Milngavie Branch.	„	„ c. 198. -	
	*Lynn to Hunstanton - - -	„	„ c. 199. -	
	Devon Valley; additional powers -	„	„ c. 200. -	
	Caledonian; amalgamating Symington, Biggar, and Broughton.	„	„ c. 201. -	
	*Caledonian; Coatbridge and Whifflat branches.	„	„ c. 202. -	
	*Cockermouth to Keswick and Penrith -	„	„ c. 203. -	
	*Great Western; Lightmoor to Colebrookdale.	„	„ c. 204. -	
Glasgow and South Western	*Kirkcudbright to Castle Douglas -	„	„ c. 205. -	
	*(I.) Cork & Bandon; Macroom Branch	„	„ c. 207. -	
	*London and North Western; Burton branches; additional powers.	„	„ c. 208. -	
	Somerset Central; time; money -	„	„ c. 209. -	
	*South Wales Mineral; Briton Ferry Branch.	„	„ c. 210. -	
	*Great Western; lease of Wellington and Severn Junction.	„	„ c. 212. -	
Great Western - -	*West Midland; Leominster junction with Shrewsbury and Hereford.	„	„ c. 213. -	
North British - - -	Edinburgh, Perth, and Dundee; investment of Burntisland & Burton Ferry; amalgamating Kinross-shire; bye-laws for piers, basins, &c.	„	„ c. 214. -	
	Cornwall; deviation; time - -	„	„ c. 215. -	
	*Llánelly; additional lines; money -	„	„ c. 217. -	
	*Monmouthshire; „ „ -	„	„ c. 218. -	
	London and North Western; lease or sale of St. George's harbour.	„	„ c. 219. -	
	*London and South Western; Netley Branch.	„	„ c. 220. -	
Great Western - -	*Birmingham, Wolverhampton, & Stour Valley; Stourbridge Junction.	„	„ c. 221. -	
Cambrian - - -	*London and North Western; Oswestry and Newtown Junction.	„	„ c. 223. -	
London and South Western -	*Petersfield; extension - - -	„	„ c. 224. -	
North British - -	West of Fife Mineral; amalgamating Charleston.	„	„ c. 226. -	
Brecon & MerthyrTydfil Junc.	*Rumney; alterations; extensions -	„	„ c. 227. -	
	*Caledonian; Cot Castle, &c., extensions; station.	„	„ c. 228. -	
	*Caledonian; Morningside, &c., extensions.	„	„ c. 229. -	
	*Forth and Clyde Junction; Dalmonach Branch.	„	„ c. 230. -	
Great Eastern - -	*Eastern Counties; new lines - -	„	„ c. 231. -	
	*(I.) Kilkenny Junction; part abandonment; new lines.	„	„ c. 232. -	
	*Metropolitan; Finsbury Circus extension; companies arrangements.	„	„ c. 233. -	
London and North Western, Great Western - -, London and South Western, London, Brighton, & S. Coast	West London Extension; money -	„	„ c. 234. -	
	*Brecon and Merthyr Tydfil Junction; new lines.	„	„ c. 235. -	
	Colne Valley and Halstead; money -	„	„ c. 237. -	
	London, Chatham, and Dover; lease of Margate.	„	„ c. 239. -	
	* London, Chatham, and Dover; deviations; junctions.	„	„ c. 240. -	
London, Chatham, and Dover	*Margate; Ramsgate extension; name -	„	„ c. 241. -	
	*Swansea and Neath - - -	„	„ c. 242. -	
Bristol and Exeter - -	*Chard to Taunton - - -	„	„ c. 243. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North Eastern - - -	West Hartlepool; traffic facilities with certain companies.	1861	24 & 25 Vict. c. 244. -	
Great Northern - -	*East Anglian - - - } Lynn to Sutton Norwich & Spalding } Bridge.	,,	,, c. 245. -	
Mid. Counties & Shannon J.	*(I.) Clara to Meelick - - - - - -	,,	,, c. 246. -	
London and North Western	*Mold and Denbigh Junction - - -	,,	,, c. 247. -	
Blane Valley - -	*Lennoxtown to Strathblane and Lettermill.	,,	,, c. 248. -	
North Eastern - -	West Hartlepool; money - - - -	,,	,, c. 249. -	
	Great Northern; land at Doncaster; time for sale of land.	1862	25 & 26 Vict. c. 1. -	
Great Western - -	Wycombe; additional powers - -	,,	,, c. 5. -	
Great Eastern - -	London and Blackwall; additional works; money.	,,	,, c. 7. -	
	*London, Tilbury, and Southend Extension; incorporation.	,,	,, c. 8. -	
Great Western - -	Faringdon; preference shares - -	,,	,, c. 10. -	
,, - -	Much Wenlock, and Severn Junction; money.	,,	,, c. 14. -	
	Bristol and Exeter; additional subscription to Chard and Taunton.	,,	,, c. 21. -	
	North Devon; repayment of 3,000*l.* by Postmaster-General.	,,	,, c. 24. -	
Great Eastern - -	*Tendring Hundred; Colchester extension.	,,	,, c. 34. -	
Caledonian - - -	Dundee, Perth, and Aberdeen; money	,,	,, c. 35. -	
Great Western - -	Uxbridge and Rickmansworth; deviation	,,	,, c. 36. -	
	(I.) Dublin and Meath; money -	,,	,, c. 39. -	
North Eastern - -	*Frosterley and Stanhope; part abandonment; new branch; money.	,,	,, c. 40. -	
	London and South Western; transfer of Wimbledon and Dorking.	,,	,, c. 42. -	
North British - -	Carlisle and Silloth Bay; money - -	,,	,, c. 45. -	
	*Great Northern; Highgate to Edgware	,,	,, c. 46. -	
	North British; lease of Carlisle and Silloth Bay.	,,	,, c. 47. -	
	North British; lease of Port Carlisle -	,,	,, c. 48. -	
	* ,, extensions - - -	,,	,, c. 49. -	
	*Peebles; Linton Branch - - -	,,	,, c. 51. -	
North Eastern - -	*Stockton and Darlington; new lines -	,,	,, c. 54.	
	*London and North Western; Daventry Branch.	,,	,, c. 55. -	
Midland - - - -	Tewkesbury and Malvern; additional powers.	,,	,, c. 56. -	
	London Railway Depôt; relinquishment	,,	,, c. 57. -	
	Metropolitan; additional works; money; companies arrangements.	,,	,, c. 58. -	
	Denbigh, Ruthin, and Corwen; preference capital.	,,	,, c. 60. -	
	Great North of Scotland; additional powers.	,,	,, c. 62. -	
Great Northern - -	Bradford, Wakefield, & Leeds; amendment.	,,	,, c. 63. -	
	Scottish North Eastern; money; deviation.	,,	,, c. 64. -	
	London and North Western; lease of Cromford and High Peak.	,,	,, c. 66. -	
	*Kington - - - - - -	,,	,, c. 67. -	
	London, Brighton, and South Coast; stations at London Bridge and Bricklayers Arms.	,,	,, c. 68. -	
	*Cornwall; Fowey Branch - -	,,	,, c. 69. -	
	*Wilts, Somerset, and Weymouth; Isle of Portland Branch.	,,	,, c. 71. -	
	(I.) Newry and Armagh; additional powers.	,,	,, c. 75. -	
	*London, Brighton, and South Coast; new lines.	,,	,, c. 78. -	
	*Scottish North Eastern; junction with Great North of Scotland at Kintore and with Deeside.	,,	,, c. 79. -	
	*Maryport and Carlisle; branches; station; money.	,,	,, c. 80. -	
	*Midland; new railways - - -	,,	,, c. 81. -	
	*North Eastern; Beverley and Hull branches; money.	,,	,, c. 85. -	
	*Great Northern; junction with London and North Western at St. Alban's.	,,	,, c. 86. -	
Great North of Scotland -	Alford Valley; additional powers -	,,	,, c. 87. -	
	*Deeside; money; extensions - -	,,	,, c. 88. -	
	*Furness; Branch; vesting Ulverstone Canal; money.	,,	,, c. 89. -	
	*Keighley and Worth Valley - - -	,,	,, c. 90. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Midland; new works; part abandonment.	1862	25 & 26 Vict. c. 91. -	
Great Northern - -	*Leeds, Bradford, and Halifax Junction; deviation; extension.	„	„ c. 92. -	
	*Vale of Clwyd; Foryd extension; diversion.	„	„ c. 93. -	
	*Burton-upon-Trent - - -	„	„ c. 94. -	
Brecon & MerthyrTydfil Junc.	Hereford, Hay, and Brecon; deviations	„	„ c. 95. -	
	*South Eastern; Tunbridge and Dartford branches; widening.	„	„ c. 96. -	
	*Lancashire and Yorkshire; Shawforth Branch.	„	„ c. 97. -	
	Manch. Sheff. & Lin. / London & N. West. — vesting Oldham, Ashton, & Guide Bridge Junction.	„	„ c. 98. -	
North Eastern - -	*Kingston-upon-Hull to Hornsea -	„	„ c. 100. -	
	Ceylon; dissolution - - -	„	„ c. 101. -	
London and North Western	London and North Western / Chester and Holyhead - — money -	„	„ c. 104. -	
North Eastern - -	Stockton and Darlington; amalgamating South Durham and Lancashire Union and Eden Valley; transfer Frosterly and Stanhope.	„	„ c. 106. -	
	(I.) Ulster; lease of Banbridge, Lisburn, and Belfast.	„	„ c. 108. -	
	*Bala to Dolgelly - - -	„	„ c. 109. -	
	*Corwen to Bala - - -	„	„ c. 110. -	
	*Launceston and South Devon -	„	„ c. 111. -	
	*Manchester, Sheffield, and Lincolnshire; Godley and Woodley Branch.	„	„ c. 112. -	
Highland - - -	Inverness and Ross-shire / Inverness and Aberdeen Junction. — consolidation	„	„ c. 113. -	
	*(I.) Enniskillen and Bundoran; junction with Midland Great Western.	„	„ c. 114. -	
	Llynvi Valley; money - - -	„	„ c. 115. -	
North Eastern - -	*Eden Valley; branches; money; use of other lines.	„	„ c. 118. -	
	North Eastern; vesting of Hull and Holderness.	„	„ c. 120. -	
Glasgow and South Western	*Johnstone to Bridge of Weir - -	„	„ c. 121. -	
Midland - - -	Garston and Liverpool; part abandonment.	„	„ c. 124. -	
	*Great Western; new railways - -	„	„ c. 127. -	
	*Moretonhampstead and South Devon -	„	„ c. 128. -	
	S. York. & River Dun / Manch., Sheff., & Lin. — acquisition of Trent, Ancholme, and Grimsby.	„	„ c. 129. -	
	Dartmouth and Torbay; time; money	„	„ c. 132. -	
	Furness; amalgamating Coniston -	„	„ c. 133. -	
North British - -	Edinburgh and Glasgow; amalgamating Caledonian and Dumbartonshire Junction.	„	„ c. 135. -	
	Caledonian; Cleland & Omoa branches	„	„ c. 136. -	
	* Do. Leith Branch - -	„	„ c. 137. -	
North British - -	Edinburgh and Glasgow; amalgamating Glasgow, Dumbarton, and Helensburgh.	„	„ c. 138. -	
	*(I.) Irish North Western; additional line; name; companies arrangements; money.	„	„ c. 139. -	
Manchester, Sheffield, & Linc.	*South Yorkshire and River Dun; Sheffield and Thorne branches.	„	„ c. 141. -	
	*North British; Dunse Branch - -	„	„ c. 142. -	
London and South Western	*Bishops Waltham to Botley - -	„	„ c. 143. -	
	*London, Chatham, and Dover; Crystal Palace.	„	„ c. 144. -	
	North Eastern; amalgamating Newcastle and Carlisle.	„	„ c. 145. -	
	*North Eastern; branches. - -	„	„ c. 146. -	
	*Birkenhead; Parkgate Branch -	„	„ c. 148. -	
Great Western - -	*Bristol and South Wales Union; Avon Branch.	„	„ c. 149. -	
London, Brighton, & S. Coast	*Horsham to Dorking - -	„	„ c. 151. -	
	*London and South Western; Hampton and Shepperton branches.	„	„ c. 152. -	
South Eastern - -	*Mid Kent; Addiscombe Branch -	„	„ c. 153. -	
	*North Eastern; Team Valley and other branches.	„	„ c. 154. -	
	*Mid Wales; junction with Central Wales Extension.	„	„ c. 156. -	151
	*London, Brighton, and South Coast; Banstead and Epsom Downs Branch.	„	„ c. 158. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Bristol to the Avon	1862	25 & 26 Vict. c. 159.	
	*Greenock and Wemyss Bay	,,	,, c. 160.	
	*Llanelly; deviations; companies arrangements; money; gauge.	,,	,, c. 161.	
Cambrian	*Llanidloes and Newtown; lines for other companies; station; money.	,,	,, c. 162.	
	*London, Chatham, and Dover; Walmer and Deal extension.	,,	,, c. 163.	
	*North Devon; Okehampton Branch	,,	,, c. 165.	
London, Chatham, and Dover	*Sevenoaks; Maidstone and Tunbridge Branches.	,,	,, c. 166.	
	Vale of Neath; lease of Swansea	,,	,, c. 167.	
Great Western	West Midland; money; additional works; traffic facilities.	,,	,, c. 168.	
Belfast & Northern Counties	(I.) Londonderry & Coleraine; arrangement with creditors.	,,	,, c. 170.	
	*Rickmansworth, Amersham, and Chesham.	,,	,, c. 171.	
	*Carmarthen and Cardigan; Newcastle Emlyn; money.	,,	,, c. 172.	
Midland	*Kettering to Thrapstone	,,	,, c. 173.	
	*Stafford to Uttoxeter	,,	,, c. 175.	
Cambrian	*Aberystwith and Welsh Coast; additional lines; money.	,,	,, c. 176.	
London and South Western	Andover and Redbridge; additional powers.	,,	,, c. 177.	
Vale of Neath	Briton Ferry; companies arrangements; money.	,,	,, c. 178.	
	*Cowbridge	,,	,, c. 179.	
North British	Edinburgh, Perth, and Dundee; amalgamation of Fife and Kinross.	,,	,, c. 181.	
	Vale of Neath; gauge; money	,,	,, c. 182.	
Great Western	West Midland; lease of Severn Valley; alteration of terms.	,,	,, c. 183.	
	*Brecon and Merthyr Tydfil Junction; new railways.	,,	,, c. 184.	
Shrewsbury & North Wales	*West Shropshire Mineral	,,	,, c. 185.	
Great Eastern	Eastern Counties; Epping railways	,,	,, c. 187.	
North British	North British, Edinburgh, Perth, & Dundee, West of Fife — amalgamation.	,,	,, c. 189.	
Great Northern, Manchester, Sheff. & Linc.	*West Cheshire; additional lines; money	,,	,, c. 190.	
	(I.) Waterford and Limerick; lease of Limerick and Ennis.	,,	,, c. 191.	
	London, Chatham, & Dover; additional works.	,,	,, c. 192.	
Neath and Brecon	*Dulas Valley Mineral	,,	,, c. 193.	
London and North Western	*South Staffordshire; Cannock Chase Junction.	,,	,, c. 194.	
Great Eastern	Eastern Union; capital; subscription to Waveney Valley.	,,	,, c. 195.	
	Great Western; transfer of Hereford, Ross, and Gloucester; lease of Ely Valley.	,,	,, c. 196.	
London, Chatham & Dover	*Kent Coast; Ramsgate Branch; money	,,	,, c. 197.	
London and North Western, Great Western	Shrewsbury & Hereford; power to lease	,,	,, c. 198.	
	*Spalding and Bourn	,,	,, c. 199.	
Great Eastern	*Tottenham and Hampstead Junction	,,	,, c. 200.	
Midland, Gt. West. of Ireland	*(I.) Great Northern and Western, Ireland; Ballina Branch.	,,	,, c. 201.	
Carmarthenshire	*Carnarvon to Port Madoc	,,	,, c. 202.	
	*East Gloucestershire	,,	,, c. 206.	
	*East Grinstead, Groombridge, and Tunbridge Wells.	,,	,, c. 207.	
	London and North Western; additional powers.	,,	,, c. 208.	
London and North Western	Merthyr, Tredegar, and Abergavenny; power to lease.	,,	,, c. 209.	
	London, Brighton, & South Coast; lease or purchase of Mid Sussex and Midhurst Junction.	,,	,, c. 210.	
	*West Riding and Grimsby	,,	,, c. 211.	
Cambrian	Aberystwith and Welsh Coast; Dovey reclamation arrangements.	,,	,, c. 212.	
Midland	Redditch; money	,,	,, c. 214.	
	Kensington Station, & North & South London Junction; time.	,,	,, c. 215.	
Great Western	Abingdon; money	,,	,, c. 216.	
	*(I.) Waterford and Tramore; Passage Branch.	,,	,, c. 217.	
Cambrian	*Oswestry, Ellesmere, & Whithurch; extension.	,,	,, c. 218.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*(I.) Downpatrick & Newry; Newcastle Branch.	1862	25 & 26 Vict. c. 219. -	
South Eastern - -	Charing Cross; amendment - -	,,	,, c. 220. -	
London and North Western } Great Western - - }	*Wrexham, Mold, and Connah's Quay Junction.	,,	,, c. 221. -	
Great Eastern - -	Eastern Counties; amalgamating East Anglian, Newmarket, Eastern Union and Norfolk.	,,	,, c. 223. -	
	London, Chatham, and Dover; lease of Mid Kent (Bromley to St. Mary's Cray).	,,	,, c. 224. -	
Somerset and Dorset -	{ Somerset Central / Dorset Central } amalgamation	,,	,, c. 225. -	
Great Western - -	*Wellington and Drayton - -	,,	,, c. 226. -	
London and South Western	*Sidmouth - - - -	,,	,, c. 227. -	
	Mid Wales; money - - -	1863	26 & 27 Vict. c. 2. -	
Great Western - -	Berks and Hants Extension; further powers.	,,	,, c. 3. -	
	London & North Western / Lancashire and Yorkshire { money for North Union and Preston and Wyre.	,,	,, c. 5. -	
London and North Western	South Staffordshire; further powers -	,,	,, c. 6. -	
Brecon and Merthyr Tydfil Junction.	Hereford, Hay, and Brecon; money -	,,	,, c. 9. -	
	Caledonian; branch deviation -	,,	,, c. 10. -	
	Glasgow and South Western; money -	,,	,, c. 14. -	
	*Whitehaven Junction; Lord Lonsdale's Junction.	,,	,, c. 16. -	
Great Western - -	Vale of Llangollan; money - -	,,	,, c. 20. -	
	*Caledonian; Junction with Leadburn, Linton, and Dolphinton.	,,	,, c. 24. -	
	Caledonian; widening; bridges for level crossings.	,,	,, c. 25. -	
Caledonian - - -	*Busby - - - - -	,,	,, c. 26. -	
North Eastern - - -	Cleveland; time; money; subscription of West Hartlepool - - -	,,	,, c. 31. -	
Highland - - -	*Inverness and Aberdeen Junction; Tain and Bonar Bridge Branch.	,,	,, c. 32. -	
	Caledonian; merging Granton Branches; widening; money.	,,	,, c. 38. -	
Cambrian - - - -	Newtown and Machynlleth; money -	,,	,, c. 40. -	
	Cockermouth and Workington; further works.	,,	,, c. 42. -	
	*Portsea; tramway - - -	,,	,, c. 43. -	
	*Greenock and Wemyss Bay; extension	,,	,, c. 47. -	
	Cowes and Newport; money - -	,,	,, c. 50. -	
Cork and Bandon - -	(I.) Cork and Kinsale; money; contribution to an hotel.	,,	,, c. 56. -	
Highland - - -	Inverness and Perth Junction; amalgamating Perth and Dunkeld.	,,	,, c. 58. -	
	Bristol and Exeter; money; powers to West Somerset, and Chard and Taunton; rates and charges.	,,	,, c. 60. -	
,, - - -	Inverness and Perth Junction; deviations	,,	,, c. 61. -	
	*Whitehaven, Cleator, and Egremont; extension; deviation; money.	,,	,, c. 64. -	
	*Fochabers to Garmouth - -	,,	,, c. 65. -	
North Eastern - -	*Seaham to Sunderland; management; additional works.	,,	,, c. 66. -	
London and South Western	*Wareham to Swanage - - - -	,,	,, c. 67. -	
Great Eastern - -	Eastern Counties / London & Blackwall { arrangements with London, Tilbury, and Southend.	,,	,, c. 69. -	
London and South Western	Southampton and Netley; deviation -	,,	,, c. 70. -	
	*Midland; London to Bedford & branches	,,	,, c. 74. -	
	Taff Vale; lease of Penarth - -	,,	,, c. 75. -	
	Central Wales Extension; money; arrangements with London and North Western.	,,	,, c. 77. -	
	Knighton / Central Wales { amalgamation; arrangements with London & North Western.	,,	,, c. 79. -	
	*Mid Wales; junction with Manchester and Milford; user.	,,	,, c. 80. -	
	*Furness and Midland - - -	,,	,, c. 82. -	
Great Eastern - -	*Saffron Walden; Bartlow Junction with Great Eastern; money.	,,	,, c. 83. -	
London and South Western	Bishops Waltham; money - -	,,	,, c. 85. -	
	*(I.) Dublin, Wicklow, and Wexford; branch; money.	,,	,, c. 86. -	
Great Eastern - -	Ware, Hadham, & Buntingford; money	,,	,, c. 88. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
	Furness; vesting Barrow Harbour; dock; money.	1863	26 & 27 Vict. c. 89. -	
	London and South Western; divers amalgamations and arrangements.	„	„ c. 90. -	
Great Western - -	Stourbridge; money - - -	„	„ c. 95. -	
Cambrian - - -	*Oswestry and Newtown; Aberbechan Branch.	„	„ c. 96. -	
London and North Western	Shrewsbury and Welchpool; money -	„	„ c. 97. -	
	(I.) Cork and Youghal; money; transfer of line.	„	„ c. 99. -	
	Llanelly; further powers - -	„	„ c. 103. -	
	Buckley; money - - -	„	„ c. 104 -	
	Launceston and South Devon; deviation	„	„ c. 105. -	
	*Bristol and Exeter; Portishead Branch	„	„ c. 107. -	
	Cockermouth, Keswick, and Penrith; subscription London and North Western, and Stockton and Darlington.	„	„ c. 108. -	
	*London and South Western; amalgamating Andover and Redbridge.	„	„ c. 109. -	
	*London and North Western; Newport Pagnell Branch; purchase of Newport Pagnell Canal.	„	„ c. 110. -	
	Great Western; amalgamating West Midland.	„	„ c. 113. -	
	*Midland; junction with Redditch and West Midland.	„	„ c. 114. -	
London and North Western } South Eastern - - }	South Eastern; amalgamating Charing Cross; capital.	„	„ c. 115. -	
	(I.) Letterkenny; additional powers; arrangements with Londonderry and Lough Swilly.	„	„ c. 116. -	
	*London and South Western; Seaton Branch.	„	„ c. 118. -	
	*Vale of Neath; amalgamating Swansea and Neath; extension; money.	„	„ c. 120. -	
	North Eastern; amalgamating Stockton and Darlington.	„	„ c. 122. -	
	(I.) Belfast, Holywood, and Bangor; time; subscription to Bangor Quay.	„	„ c. 123. -	
	Devon Valley; preference shares -	„	„ c. 124. -	
London and North Western	Merthyr, Tredegar, and Abergavenny; money; works.	„	„ c. 126. -	
Great Western - -	West Midland; lease or sale of Leominster and Kington.	„	„ c. 127. -	
	*Anglesea Central - - -	„	„ c. 128. -	
London and South Western	*Okehampton; junction with Launceston and South Devon; money.	„	„ c. 129. -	
Neath and Brecon - -	*Dulas Valley; deviation; Brecon Branch; name.	„	„ c. 130. -	
London and North Western	Watford and Rickmansworth; further powers.	„	„ c. 131. -	
	*Midland; Nailsworth Branch - - -	„	„ c. 132. -	
Waterford and Limerick -	(I.) Athenry and Ennis Junction; time	„	„ c. 133. -	
London and South Western	*Ringwood, Christchurch, and Bournemouth; Bournemouth Branch.	„	„ c. 134. -	
Great Western - -	*West Midland; branch - - -	„	„ c. 136. -	
	*London, Brighton, and South Coast; Dorking to Leatherhead.	„	„ c. 137. -	
South Eastern - -	Mid Kent; money - - - -	„	„ c. 138. -	
	*Ogmore Valley - - -	„	„ c. 139. -	
Cambrian - - -	*Aberystwith and Welsh Coast; further lines; companies' arrangements; money.	„	„ c. 141. -	
	*London, Brighton and South Coast; extensions.	„	„ c. 142. -	153
Great Eastern - -	*Tendring Hundred; Weeley and Walton Branch.	„	„ c. 143. -	
Shrewsbury and North Wales	*West Shropshire Mineral; deviation; new line; companies' arrangements.	„	„ c. 145. -	
Manchester, Sheffield, and Lincolnshire.	South Yorkshire and River Dun; purchase of Barnsley Coal Railway; alteration.	„	„ c. 146. -	
	Great Northern; powers in other companies.	„	„ c. 147. -	
	Glasgow and South Western; user of Ayr and Maybole Junction.	„	„ c. 148. -	
Caledonian - - -	*Scottish Central; Plean Branches -	„	„ c. 149. -	
	*Great Western; West Bromwich to Tipton.	„	„ c. 151. -	
	*London and North Western; Hemel Hempstead Branch.	„	„ c. 152. -	
Ulster - - -	(I.) Portadown, Dungannon, & Omagh Junction; further powers.	„	„ c. 153. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North Eastern	West Hartlepool; debt and capital	1863	26 & 27 Vict. c. 154.	
	*Glasgow and South Western; junction with Glasgow and Paisley.	,,	,, c. 157.	
	*North Staffordshire; Burton lines; branch; station.	,,	,, c. 158.	
South Devon	*Teign Valley	,,	,, c. 159.	
	*(I.) Midland Great Western, Ireland; Ballaghaderreen Branch.	,,	,, c. 160.	
	Milford Haven; time	,,	,, c. 163.	
	*Great North of Scotland; junction with Scottish North Eastern.	,,	,, c. 164.	
	Metropolitan; lands	,,	,, c. 165.	
	*Carmarthen and Cardigan; extension	,,	,, c. 166.	
Great Northern	*Bradford, Wakefield, and Leeds; Methley Branch.	,,	,, c. 167.	
Bristol and North Somerset	*Bristol, Camerton and other branches	,,	,, c. 168.	
Great North of Scotland	*Banff, Portsoy and Strathisla; Portgordon Branch.	,,	,, c. 170.	
	*Dare Valley	,,	,, c. 171.	
	*Great Western; junction with Hammersmith and City.	,,	,, c. 172.	
Great Western	Uxbridge and Rickmansworth; time	,,	,, c. 173.	
	*Birmingham and Sutton Coldfield Extension.	,,	,, c. 174.	
	*South Eastern; Hastings Branch	,,	,, c. 175.	
	*London and North Western; part abandonment of Chelford and Knutsford line; new branches.	,,	,, c. 177.	
	*Great Eastern; Walton on the Naze Branch.	,,	,, c. 178.	
	Bala and Dolgelly; additional works; companies arrangements.	,,	,, c. 179.	
	*Midland; Bristol Branch	,,	,, c. 182.	
	*,, ; new railways	,,	,, c. 183.	
Great Western	*West Midland; junction with Coleford, Monmouth, Usk, and Pontypool.	,,	,, c. 185.	
	Colne Valley and Halstead; money; use of Great Eastern.	,,	,, c. 186.	
Great North of Scotland	*Banff, Macduff, and Turriff Extension; Macduff Branch.	,,	,, c. 188.	
,, ,, ,,	*Formartine and Buchan; part abandonment; line in lieu.	,,	,, c. 189.	
	Great Eastern; additional powers	,,	,, c. 190.	
	*Great Northern; March junction with Great Eastern.	,,	,, c. 191.	
	*London, Brighton, and South Coast; Croydon and Newhaven branches.	,,	,, c. 192.	
	Lynn and Sutton Bridge; amendment	,,	,, c. 193.	
	North British; money; amalgamating Wansbeck.	,,	,, c. 194.	
North British	*Esk Valley	,,	,, c. 195.	
	Brecon and Merthyr Tydfil Junction; deviation.	,,	,, c. 196.	
	Great Western, South Wales; amalgamating West Midland.	,,	,, c. 198.	
Ogmore Valley	*Ely Valley Extension	,,	,, c. 199.	
Great Western	Milford; money; companies' agreements.	,,	,, c. 200.	
Brecon & Llandovery Junction	*Defynnock to Llandovery	,,	,, c. 201.	
	*Brecon and Merthyr Tydfil Junction; acquisition of Rumney.	,,	,, c. 202.	
Midland	*Kettering and Thrapstone; Huntingdon Extension; name; user of other lines and stations; traffic arrangements.	,,	,, c. 203.	
	*London, Chatham, and Dover; Greenwich Branch; Victoria Station.	,,	,, c. 204.	
Great Eastern	*Tottenham and Hampstead Junction; additional line; money.	,,	,, c. 205.	
Hoylake	*Birkenhead and Poulton to Hoylake	,,	,, c. 207.	
London and North Western, Great Western, London and South Western, London, Brighton, & S. Coast	West London Extension; dissolution of West London.	,,	,, c. 208.	
	Morayshire; money	,,	,, c. 210.	
North British	*Edinburgh and Perth	,,	,, c. 213.	
	*Sevenoaks, Maidstone, and Tunbridge; Hadlow Branch.	,,	,, c. 216.	
	London and North Western; additional powers.	,,	,, c. 217.	
	*London, Brighton, and South Coast; Mitcham, Sutton, and Tooting junctions.	,,	,, c. 218.	
	*Neyland Pill at Milford Haven	,,	,, c. 219.	
	*Northampton and Banbury Junction	,,	,, c. 220.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*North Eastern; Newcastle and Starbeck branches.	1863	26 & 27 Vict. c. 221. -	
Great Northern } Midland - } - -	*Peterborough to Thorney, Wisbeach, and Sutton.	,,	,, c. 222. -	
Caledonian - - -	Scottish Central; vesting Dundee and Perth and Aberdeen.	,,	,, c. 223. -	
	*(I.) Waterford and Passage; extension; ferries.	,,	,, c. 224. -	
	Great Eastern; steam vessels from Harwich.	,,	,, c. 225. -	
	North British; steam vessels - -	,,	,, c. 226. -	
	London, Brighton, and South Coast; widening Pimlico.	,,	,, c. 227. -	
Newry and Greenore -	*(I.) Newry and Carlingford Lough -	,,	,, c. 229. -	
	*West Cornwall; St. Ives Branch -	,,	,, c. 230. -	
	Scottish North Eastern; amalgamating Dundee and Arbroath.	,,	,, c. 231. -	
	*Isle of Wight and Eastern Section; name; extension; money; companies arrangements.	,,	,, c. 232. -	
	*(I.) Irish North Western; Greenore Branch.	,,	,, c. 233. -	
London and South Western -	*Sidmouth to Budleigh Salterton -	,,	,, c. 234. -	
North Eastern } North British } - -	*Wansbeck; Ford, and other branches -	,,	,, c. 235. -	
	*(I.) Irish North Western; extension -	,,	,, c. 236. -	
North British - -	*Edinburgh and Glasgow; South Queensferry, and other branches.	,,	,, c. 237. -	
	*North Eastern; extensions; branches -	,,	,, c. 238. -	
	Llanelly; money - - -	1864	27 & 28 Vict. c. 1. -	
	(I.) Newry and Greenore; further powers.	,,	,, c. 3. -	
Manchester, Sheffield, & Linc.	Marple New Mills and Hayfield Junction; time.	,,	,, c. 7. -	
	(I.) Dublin and Belfast Junction; money	,,	,, c. 12. -	
	*Carmarthen and Cardigan; Kidwelly Branch.	,,	,, c. 13. -	
Great Western - -	Calne; further powers - -	,,	,, c. 16. -	
	Swansea Vale; money - - -	,,	,, c. 18. -	
Manchester, Sheffield, & Linc.	*South Yorkshire and River Dun; Barnsley junction with Midland.	,,	,, c. 19. -	
	*North Eastern; branch; money -	,,	,, c. 20. -	
London and South Western -	Salisbury; money - - -	,,	,, c. 21. -	
Cambrian - - -	Llanidloes and Newtown; time; money	,,	,, c. 22. -	
	Great North of Scotland; subscription to other companies.	,,	,, c. 26. -	
	(I.) Dublin and Meath; money -	,,	,, c. 28. -	
	*Edgware, Highgate and London; Alexandra Park Branch.	,,	,, c. 29. -	
	Lancashire and Yorkshire; new works -	,,	,, c. 32. -	
	Anglesey Central; deviation - -	,,	,, c. 34. -	
	*London, Brighton, and South Coast; Kemptown branch and station.	,,	,, c. 35. -	
	Llynvi Valley } Porth Cawl harbour Ogmore Valley } arrangements.	,,	,, c. 48. -	
	*North Eastern; Doncaster junction with Great Northern; money.	,,	,, c. 49. -	
Great Northern - - } North Eastern - - } Lancashire & Yorkshire - }	West Yorkshire; North Eastern and Lancashire and Yorkshire, to join them in Methley Branch.	,,	,, c. 55. -	
	*Cowes and Newport; extension -	,,	,, c. 58. -	
	*Caledonian; Tennochside Branch -	,,	,, c. 60. -	
London and North Western -	Bedford and Cambridge } arrangements Lond. & North Western }	,,	,, c. 62. -	
Manchester, Sheffield, & Linc.	Trent, Ancholme, and Grimsby; money	,,	,, c. 65. -	
	*North Eastern; branches; money.	,,	,, c. 67. -	
Midland - - -	North Western; capital - -	,,	,, c. 71. -	
	*Chichester and Midhurst - -	,,	,, c. 75. -	
East and West Junction -	*Great Western; Stratford junction with Northampton and Banbury Junction.	,,	,, c. 76. -	
	Manchester, Sheffield, & Lincolnshire; transf. of South Yorksh. & River Dun.	,,	,, c. 77. -	
	Manchester, Sheffield, & Lincolnshire; powers with other companies.	,,	,, c. 78. -	
Great Eastern - -	Tendring Hundred; alteration -	,,	,, c. 79. -	
Midland; Lanc. & Yorksh. -	*Ribblesdale - - - -	,,	,, c. 80. -	
North British - -	Edinburgh and Glasgow; amalgamating Alva.	,,	,, c. 81. -	
	Scottish North Eastern; lease of Alyth; money.	,,	,, c. 82. -	
	Perth Almond Valley and Methven; money; sale to Scottish North Eastern.	,,	,, c. 83. -	
	*North British; junctions - -	,,	,, c. 84. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Eastern - -	*Ely, Haddenham and Sutton - -	1864	27 & 28 Vict. c. 86. -	
	*London and South Western; Chertsey to Egham.	,,	,, c. 87. -	
London and South Western -	Salisbury and Yeovil; money - -	,,	,, c. 88. -	
Great Eastern - -	*West Norfolk Junction - -	,,	,, c. 90. -	
	West Riding and Grimsby; Wakefield Station.	,,	,, c. 91. -	
London, Chatham, and Dover	Kent Coast; lands; money; lease to London, Chatham, and Dover.	,,	,, c. 93. -	
	*London, Chatham, and Dover; junction; let or transfer of Crystal Palace and South London Junction.	,,	,, c. 94. -	
	*Great Eastern; Highbeech Green Branch	,,	,, c. 95. -	
	London, Chatham, and Dover; Ramsgate steam vessels.	,,	,, c. 96. -	
Cambrian - - -	Oswestry, Ellesmere and Whitchurch; money.	,,	,, c. 97. -	
	*South Eastern; Westerham Br.; money	,,	,, c. 98. -	
	*South Eastern; Cranbrook, Hythe, and Sandgate branches; money.	,,	,, c. 99. -	
Caledonian - - -	North British } Perth Station - Scottish Central }	,,	,, c. 100. -	
Great Western - -	Witney; money - - - -	,,	,, c. 101. -	
	*(I.) Belfast & N. Counties; Portrush. Br.	,,	,, c. 106. -	
	*Scottish North Eastern } junction; ad- Gt. North of Scotland } dtnl. pwrs.	,,	,, c. 111. -	
	*Deal - - - - - -	,,	,, c. 112. -	
London and North Western } London and South Western }	North and South Western Junc.; money	,,	,, c. 113. -	
London and South Western -	Okehampton; deviations - -	,,	,, c. 114. -	
	*Scottish North Eastern; Newtyle Banch	,,	,, c. 115. -	
	North Staffordshire; vesting Newcastle canal and railway.	,,	,, c. 118. -	
	*East Norfolk; North Walsham Branch	,,	,, c. 122. -	
	London, Brighton, and South Coast; Uckfield and Hailsham branches.	,,	,, c. 123. -	
	Great Eastern } user of Royston and Great Northern } Hitchin.	,,	,, c. 124. -	
	Passengers' Assurance; amendment -	,,	,, c. 125. -	
	*(I.) Dublin, Wicklow and Wexford; extensions.	,,	,, c. 126. -	
Shrewsbury and North Wales	*West Shropshire Mineral; new lines; user of Oswestry and Newtown.	,,	,, c. 128. -	
	London, Chatham, and Dover; sale or lease of Sevenoaks, Maidstone, and Tunbridge.	,,	,, c. 129. -	
	*Glasgow & South Western } branches Caledonian - - }	,,	,, c. 132. -	
	Henley in Arden; time; money -	,,	,, c. 134. -	
Great Western - -	Bristol and South Wales Union; time	,,	,, c. 136. -	
	*Mid Wales; junction with Central Wales Extension; leasing power; money.	,,	,, c. 142. -	
	*Halifax and Ovenden; junction -	,,	,, c. 143. -	
Great Eastern - -	*Mistley, Thorpe, and Walton; junction with Tendring Hundred.	,,	,, c. 144. -	
Cambrian - - -	Aberystwith and Welsh Coast; money; further contribution of Oswestry and Newtown.	,,	,, c. 147. -	
	*Garstang and Knot End - -	,,	,, c. 149. -	
Great Western - -	Severn Valley; money; works -	,,	,, c. 151. -	
London and North Western } Great Western - - }	Nantwich and Market Drayton; money	,,	,, c. 152. -	
	London, Brighton, and South Coast; Littlehampton steam vessels.	,,	,, c. 154. -	
Shrewsbury and North Wales	*West Shropshire Mineral; name; branches; deviation.	,,	,, c. 156. -	
	East Indian; money - - -	,,	,, c. 157. -	
North British - -	*Caledonian; Brayton junction with Maryport and Carlisle.	,,	,, c. 158. -	
	Oswestry and Newtown; subscription to Bishop's Castle.	,,	,, c. 161. -	
	*Newquay and Cornwall Junction; Hendra Junction with Newquay.	,,	,, c. 163. -	
	*Midland; Thornbury Branch -	,,	,, c. 164. -	
Great Northern - -	Leeds, Bradford, and Halifax Junction; new works.	,,	,, c. 165. -	
	*London & South Western; Richmond branch; junctions; money; companies' arrangements.	,,	,, c. 166. -	
	*Cornwall; Bodmin Branch - -	,,	,, c. 170. -	
	Worcester, Bromyard, and Leominster; time.	,,	,, c. 171. -	
	*London, Brighton, and South Coast; Eastbourne to Tunbridge Wells.	,,	,, c. 172. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*Scottish North Eastern; Dundee to Forfar; money.	1864	27 & 28 Vict. c. 173. -	
	London and South Western; amalgamating Southampton and Netley.	„	„ c. 174. -	
	*Swansea and Aberystwith Junction -	„	„ c. 175. -	
	Great Western; transfer of Wellington and Drayton.	„	„ c. 176. -	
	*Hayling; extensions; docks; money; companies' arrangements.	„	„ c. 177. -	
	*Somerset & Dorset / Bristol & Exeter } Wells to Yatton -	„	„ c. 181. -	
	*Wensum Valley - - -	„	„ c. 182. -	
	*Pembroke and Tenby; new lines -	„	„ c. 183. -	
	Bristol and Exeter; purchase of Grand Western Canal.	„	„ c. 184. -	
	(I.) Newry and Armagh; money -	„	„ c. 185. -	
	*Carnarvon to Llanberis - -	„	„ c. 186. -	
London and North Western -	*Merthyr, Tredegar, and Abergavenny; Crickhowell Branch.	„	„ c. 188. -	
Caledonian - - -	*Perth, Almond Valley, and Methven; Crieff Branch.	„	„ c. 189. -	
Midland - - -	*Midland and South Western Junction -	„	„ c. 190. -	
South Eastern - -	Charing Cross; Cannon Street Station; money.	„	„ c. 192. -	
	London and North Western; Irish traffic facilities.	„	„ c. 194. -	
	London, Chatham, and Dover, amendments.	„	„ c. 195. -	
	Lond. & N.W. / Great Western } lease or trnsf. of Shrewsbury and Welchpool.	„	„ c. 196. -	
	*Helston to Penrhyn - - -	„	„ c. 197. -	
	*Kington & Eardisley; Presteign Branch; user of Leominster and Kington.	„	„ c. 199. -	
	*Great Western / Lond. & N.W. } Harbury to Birdingbury.	„	„ c. 200. -	
	*Great Northern; Barnet Branch; station.	„	„ c. 202. -	
	Llanelly / South Wales } Llanelly Harbour -	„	„ c. 203. -	214
	*Macclesfield, Bollington, and Marple -	„	„ c. 204. -	
	*Watford & Rickmansworth / Edgware, Highgate, and London - - } Watford to Edgware.	„	„ c. 205. -	
London and South Western -	*Staines, Wokingham, and Woking; Cambridge Town Branch.	„	„ c. 207. -	
Great Western - -	*Bourton-on-the-Water; Cheltenham Branch.	„	„ c. 210. -	
	London, Chatham, & Dover; part separation; Great Northern subscription to.	„	„ c. 212. -	
Caledonian - - -	*Dundee and Newtyle; extension -	„	„ c. 214. -	
	*Erith; tramways - - -	„	„ c. 215. -	
Dublin, Wicklow, & Wexford	*(I.) Waterford and Wexford - -	„	„ c. 216. -	
	Aylesbury and Buckingham; money -	„	„ c. 217. -	
	Llanelly; additional powers - -	„	„ c. 218. -	
Great Eastern - -	London and Blackwall; stations -	„	„ c. 219. -	
Great Northern - -	*Stamford and Essendine; junction with London and North Western.	„	„ c. 220. -	
Great Eastern - - / Midland - - - }	*Tottenham and Hampstead Junction; junction with Midland.	„	„ c. 221. -	
Midland - - -	*Christian Malford to Nailsworth -	„	„ c. 222. -	
	Somerset and Dorset; money - -	„	„ c. 223. -	
	*Carmarthenshire - - -	„	„ c. 224. -	
Corris - - -	*Corris, Machynlleth, and River Dovey; new line amendment.	„	„ c. 225. -	
	London and North Western; additional works; abandonment of certain railways.	„	„ c. 226. -	
	*London and South Western; additional lines; amalgamation of divers companies; money.	„	„ c. 227. -	
	*(I.) Londonderry and Lough Swilly; extension; money.	„	„ c. 228. -	
	Lynn and Sutton Bridge; user by Cross Keys Bridge.	„	„ c. 229. -	
	*Midland; Chesterfield to Sheffield -	„	„ c. 230. -	
	* „ ; St. Pancras Branch; arrangements with Metropolitan.	„	„ c. 231. -	
	*North Staffordshire; Tunstall Branch	„	„ c. 232. -	
Weald of Kent - -	*Hartley and Cranbrook to Tenterden -	„	„ c. 233. -	
London and North Western / Great Western - - }	*Wrexham, Mold, and Connah's Quay; Whitchurch and Brymbo Branch.	„	„ c. 234. -	
	(I.) Waterford and Limerick; to work Rathkeale and Newcastle Junction.	„	„ c. 236. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Great Northern - } Midland - - }	*Peterborough, Wisbeach, and Sutton; extension.	1864	27 & 28 Vict. c. 240. -	
	*Great Northern; Sleaford Branch; amalgamating Boston, Sleaford, and Midland Counties, and Bourne and Essendine.	,,	,, c. 242. -	
	Great Northern; Doncaster to Gainsborough.	,,	,, c. 243. -	
	Blyth and Tyne; money; time -	,,	,, c. 244. -	
	*Midland; new works - - -	,,	,, c. 245. -	
	North London; works at Poplar -	,,	,, c. 246. -	
	*Dartmouth & Torbay; Brixham Branch	,,	,, c. 247. -	
	*Clyde Navigation; lines; money -	,,	,, c. 248. -	
	Caledonian; amalgamating Hamilton and Strathaven.	,,	,, c. 250. -	
London, Brighton & S. Coast	*West Grinstead, Cuckfield, and Hayward's Heath Junction.	,,	,, c. 251. -	
Midland Gt. West. of Ireland	(I.) Great Northern and Western, Ireland; money.	,,	,, c. 252. -	
	(I.) Irish North Western; debts; companies' arrangements.	,,	,, c. 253. -	
	*(I.) Belfast Central - - -	,,	,, c. 254. -	
	*Bristol; port extension - -	,,	,, c. 257. -	
	*Buckfastleigh; Totness & South Devon	,,	,, c. 258. -	
	Metropolitan; additional works; time; money.	,,	,, c. 260. -	
Cambrian - - -	Oswestry and Newtown. Llanidloes and Newtown. Newtown & Machynlleth. Oswestry, Ellesmere, and Whitchurch - - amalgamation.	,,	,, c. 262. -	
,, - - -	Oswestry, Ellesmere, and Whitchurch; agreements with London and North Western and other companies.	,,	,, c. 263. -	
	Rhymney; Cardiff and other branches	,,	,, c. 264. -	
	*Brecon and Merthyr Tydfil Junction; additional powers; money.	,,	,, c. 265. -	
	*Great Western; Wallington Branch -	,,	,, c. 266. -	
	*Cornwall; Redruth Branch - -	,,	,, c. 269. -	
	*Lancashire and Yorkshire; Blackburn, Chorley, Horwich, and Wigan branches.	,,	,, c. 270. -	
	*Caledonian - - } branches; Edinburgh and Glasgow - - - } harbour; station.	,,	,, c. 271. -	
London and South Western	*Ilfracombe - - - -	,,	,, c. 272. -	
	*Lancashire Union - - -	,,	,, c. 273. -	
	*London, Brighton, and South Coast; Battersea Branches.	,,	,, c. 274. -	
	*Rhymney; junction with Brecon and Merthyr Tydfil Junction, and Merthyr, Tredegar and Abergavenny.	,,	,, c. 275. -	
	Rickmansworth, Amersham and Chesham; level crossing.	,,	,, c. 276. -	
London, Brighton, & S. Coast	*Mid-Sussex; Steyning Junction with Shoreham, Steyning, and Henfield.	,,	,, c. 278. -	
North British - - -	*Edinburgh and Glasgow; Cowlairs and other branches.	,,	,, c. 279. -	
	*(I.) Dublin to Rathmines, Rathgar, Roundtown, Rathfarnham, and Rathcoole.	,,	,, c. 281. -	
	*Great Eastern; several junctions - -	,,	,, c. 282. -	
	*Alford to Mablethorpe - -	,,	,, c. 283. -	
	*Drayton Junction - - -	,,	,, c. 284. -	
	*East Gloucestershire - - -	,,	,, c. 285. -	
	*City of Glasgow Union - -	,,	,, c. 286. -	
	*Kingsbridge - - - -	,,	,, c. 287. -	
	London and North Western; lease part of Lancaster Canal.	,,	,, c. 288. -	
Central Cornwall - -	*Launceston, Bodmin, and Wadebridge Junction.	,,	,, c. 289. -	
Midland; Great Northern; Manchester, Sheffield, and Lincolnshire - - }	*Liverpool Central Station - -	,,	,, c. 290. -	
	*Metropolitan; Notting Hill, Kensington, and Brompton branches -	,,	,, c. 291. -	
Caledonian - - -	Scottish Central; stations; works -	,,	,, c. 292. -	
	*Swansea Vale - } incorporation. Neath and Brecon }	,,	,, c. 293. -	
	*Tamer, Kit Hill, and Callington -	,,	,, c. 294. -	
Great Western - -	*Worcester, Dean Forest, and Monmouth; Gloucester junction with Great Western.	,,	,, c. 295. -	
	London and North Western; vesting St. Helen's Canal.	,,	,, c. 296. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
	*South Wales Mineral; extension -	1864	27 & 28 Vict. c. 297. -	
London and South Western -	*Alton, Alresford and Winchester; name; extensions; money.	„	„ c. 298. -	
Midland Great Western of Ireland.	(I.) Great Northern and Western, Ireland; user of Midland Great Western	„	„ c. 299. -	
	(I.) Kilkenny Junction; user of stations; money.	„	„ c. 300. -	
	*(I.) Parsonstown and Portumna Bridge; Portumna Extension.	„	„ c. 301. -	
	Much Wenlock and Severn Junction Wenlock - - } arrangements with Great Western.	„	„ c. 302. -	
	*Metropolitan; St. John's Wood to the Hampstead Junction.	„	„ c. 303. -	
	*Brecon and Merthyr Tydfil Junction; new lines; money.	„	„ c. 304. -	
	Great Western; additional powers.	„	„ c. 306. -	
	*Bristol and Exeter; Barnstaple Branch.	„	„ c. 307. -	
	*North Staffordshire; Wolstanton and Audley branches.	„	„ c. 308. -	
North Staffordshire -	*Silverdale and Newcastle - Nantwich and Market Drayton. London and North Western } junction.	„	„ c. 309. -	
London and South Western -	*Petersfield to Bishop's Waltham -	„	„ c. 310. -	
	South Eastern; amalgamating Mid-Kent.	„	„ c. 311. -	
	*Cannock Chase and Wolverhampton -	„	„ c. 312. -	
	*Great Eastern; Metropolitan extensions	„	„ c. 313. -	
	*London, Brighton, and South Coast; new lines.	„	„ c. 314. -	
	*Metropolitan; Tower Hill Branch -	„	„ c. 315. -	
	*Neath and Brecon; junction with Central Wales Extension; Branch.	„	„ c. 316. -	
	Portpatrick; alteration; money; companies' arrangements	„	„ c. 317. -	
	Portpatrick; steam vessels - -	„	„ c. 318. -	
	*Exmouth - - - -	„	„ c. 319. -	
	Manchester, Sheffield, and Lincolnshire; steam vessels.	„	„ c. 320. -	
	*(I.) Dublin Trunk Connecting -	„	„ c. 321. -	
Metropolitan District -	*Thames; (Inner Circle) - -	„	„ c. 322. -	
	*London and North Western; Charing Cross Junction.	„	„ c. 323. -	
London and South Western London, Brighton and South Coast - -	*Tooting, Merton, and Wimbledon Extension.	„	„ c. 325. -	
	*Alborough Pier, Great Eastern; Slaughden Branch.	„	„ c. 326. -	
	*Bembridge - - - -	„	„ c. 327. -	
London and North Western	*Holywell to Greenfield; junction with Chester and Holyhead.	„	„ c. 328. -	
	*(I.) Great Southern and Western; Baltinglass Branch.	„	„ c. 329. -	
	Colne Valley and Halstead; money -	1865	28 & 29 Vict. c. 1. -	
Great Eastern - -	Mistley, Thorpe, and Walton; reduction of capital.	„	„ c. 4. -	
	(I.) Athenry and Ennis Junction; money	„	„ c. 18. -	
	*Poole to Bournemouth - -	„	„ c. 19. -	
	Lancashire and Yorkshire Lancashire Union - } vesting portions of Blackburn.	„	„ c. 21. -	
London and North Western Lancashire & Yorkshire -	Preston and Wyre; widening branch -	„	„ c. 22. -	
	*Luddenden Valley; subscription of and arrangement with Lancashire and Yorkshire.	„	„ c. 23. -	
	*Bath; by Gaslight and Coke Company	„	„ c. 25. -	
	Shrewsbury and North Wales; money; deviations.	„	„ c. 29. -	
	*Metropolitan and St. John's Wood; Hampstead Branch.	„	„ c. 31. -	
	Carmarthen and Cardigan; time -	„	„ c. 37. -	
	Lostwithiel and Fowey; money -	„	„ c. 39. -	
	(I.) Midland Great Western of Ireland; preference shares.	„	„ c. 40. -	
	*Buckfastleigh, Totnes, and South Devon; Ashburton Branch.	„	„ c. 41. -	
	Bristol and Exeter - Devon and Somerset } agreement -	„	„ c. 42. -	
	(I.) Great Southern and Western; debenture stock.	„	„ c. 43. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued*.

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Kington and Eardisley; division of shares.	1865	28 & 29 Vict. c. 44. -	
	Stafford and Uttoxeter; further powers	,,	,, c. 45. -	
	*(I.) Dublin, tramways by Corporation of.	,,	,, c. 46. -	
	Glasgow and South Western; subscription to Glasgow Union.	,,	,, c. 48. -	
	*London, Brighton and South Coast; branches.	,,	,, c. 50. -	
	*East London - - - -	,,	,, c. 51. -	
	*Bodmin; junction with Bodmin and Wadebridge; money.	,,	,, c. 53. -	
London and North Western	*Newport Pagnell; Olney Branch -	,,	,, c. 56. -	
North Eastern - -	*Gainford to Forcett; working by North Eastern.	,,	,, c. 61. -	
	*Great Eastern; junction with Ramsey	,,	,, c. 62. -	
	*London, Brighton, and South Coast; branches.	,,	,, c. 66. -	
	Whitehaven Junction; station; money	,,	,, c. 68. -	
	London and South Western - / Devon and Somerset } acquisition of Ilfracombe.	,,	,, c. 71. -	
	North London; additional powers -	,,	,, c. 72. -	
	*Glasgow and South Western; Kilmarnock to Glasgow.	,,	,, c. 74. -	
	*Corwen and Bala; extension; part abandonment.	,,	,, c. 81. -	
	Weald of Kent; deviation - -	,,	,, c. 82. -	
	*Scottish North Eastern; Carmyllie Branch; money.	,,	,, c. 83. -	
	*Maryport and Carlisle; Derwent Branch; money.	,,	,, c. 84. -	
	*Whitehaven, Cleator, and Egremont; Brigg Moor and other branches; money.	,,	,, c. 86. -	
	*Hexham and Allendale - - -	,,	,, c. 87. -	
	*Kings Lynn; Purfleet - -	,,	,, c. 88. -	
	*London and South Western; abandonment of Kensington and Hammersmith; Chiswick Curve and other lines.	,,	,, c. 89. -	
	*Lartington to Middleton; working arrangements with, and subscription of North Eastern.	,,	,, c. 91. -	
	Aylesbury and Buckingham; time; money.	,,	c. 93. -	
	Bristol and Exeter; transfer of Cheddar Valley and Yatton; time.	,,	,, c. 97. -	
	Great Western - / Bristol and Exeter / Midland - - } Bristol Station -	,,	,, c. 98. -	
	Great Eastern; lease of London and Blackwall.	,,	,, c. 100. -	
	Great Western / Metropolitan - } Lease of Hammersmith and City.	,,	,, c. 101. -	
	*London and South Western; new lines; vesting parts of lines; companies' agreements; money.	,,	,, c. 102. -	
	*London and South Western; Aldershot to Farnham.	,,	,, c. 103. -	
	*London and South Western; Great Torrington Branch.	,,	,, c. 104. -	
	*Great Northern; Hornsey to Hertford	,,	,, c. 105. -	
	*North Eastern; branches - -		,, c. 111. -	
	(I.) Enniskillen, Bundoran and Sligo; time; money.	,,	,, c. 113. -	
	(I.) Dublin and Antrim; preference shares.	,,	,, c. 114. -	
	*London and Blackwall; Millwall extension; companies' agreements.	,,	,, c. 116. -	
	Metropolitan; lease or transfer of Hammersmith and City.	,,	,, c. 117. -	
	*Great Eastern; Metropolitan Extensions; station.	,,	,, c. 118. -	
Bristol and Exeter - -	*Brean Down Harbour - - -	,,	,, c. 122. -	
	*North British; new lines; user of Esk Valley.	,,	,, c. 125. -	
London, Brighton, & S. Coast	West Sussex Junction; deviation -	,,	,, c. 127. -	
	*(I.) Kilrush and Kilkee; extension; time.	,,	,, c. 130. -	
South Devon - -	Plymouth and Dartmoor; repeal; money; arrangements with South Devon.	,,	,, c. 131. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	NAME.	Year.	Reign, &c.	Total No. passed in each Year.
	*Bristol and Exeter; Tiverton and North Devon.	1865	28 & 29 Vict. c. 132. -	
Caledonian - - -	Scottish Central; amalgamating Dunblane, Doune, and Callander.	,,	,, c. 133. -	
,, - - -	Scottish Central; amalgamating Crieff Junction.	,,	,, c. 134. -	
	*Caledonian; Barrhead to Paisley.	,,	,, c. 135. -	
	* ,, ; junction with Dumfries, Lochmaben, and Lockerby Junction.	,,	,, c. 136. -	
,, - - -	*Crofthead and Kilmarnock Extension; Kilmarnock and Beith branches.	,,	,, c. 139. -	
	*Whitehaven and Furness Junction; junction with Furness; money.	,,	,, c. 143. -	
	Rickmansworth, Amersham, and Chesham; additional powers.	,,	,, c. 147. -	
London and South Western	*Okehampton; extensions; money -	,,	,, c. 149. -	
	Great Eastern; vesting Bishop Stortford, Dunmow and Braintree.	,,	,, c. 150. -	
	Metropolitan District; further powers -	,,	,, c. 151. -	
,, - - -	*Fareham and Netley - - -	,,	,, c. 153. -	
South Devon - -	Teign Valley; money - - -	,,	,, c. 154. -	
	Bristol Port and Pier; consolidating -	,,	,, c. 155. -	
	(I.) Cork and Limerick Direct; preference shares; debenture stock.	,,	,, c. 156. -	
	Isle of Wight; steam vessels; money -	,,	,, c. 157. -	
	Llanelly; money - - -	,,	,, c. 158. -	
	*Mid Wales; junction with Central Wales.	,,	,, c. 159. -	
	*Caledonian; Balerno Branch.	,,	,, c. 161. -	
	,, amalgamating General Terminus and Glasgow Harbour.	,,	,, c. 167. -	
Highland - - -	Inverness and Perth Junction - - / Inverness and Aberdeen Junction - } consolidation.	,,	,, c. 168. -	
,, - - -	*Sutherland - - - -	,,	,, c. 169. -	
	*Carmarthen and Cardigan; Kidwelly Branch.	,,	,, c. 170. -	
London and North Western	Mold and Denbigh Junction; money; alterations.	,,	,, c. 172. -	
	*Bishop's Castle; junction with Shrewsbury and Welshpool.	,,	,, c. 173. -	
	Carnarvonshire; time - - -	,,	,, c. 175. -	
London and North Western / Great Western - / Midland - - -	*Wrexham, Mold, and Connah's Quay; Farndon Branch.	,,	,, c. 176. -	
	*Stonehouse and Nailsworth; Stroud Junction with Great Western.	,,	,, c. 177. -	
	*Tottenham and Hampstead Junction; alterations; arrangements with Great Eastern and Midland.	,,	,, c. 178. -	
	*Furness; new lines; money - -	,,	,, c. 179. -	
London and North Western	*Wolverhampton to Walsall - -	,,	,, c. 181. -	
	*Great Northern; Bourne Branch -	,,	,, c. 182. -	
	Great Eastern; money; Lowestoft Harbour.	,,	,, c. 184. -	
	*Lugg Valley - - - -	,,	,, c. 185. -	
North British - -	Solway Junction; deviations -	,,	,, c. 186. -	
	Denbigh, Ruthin, and Corwen; money	,,	,, c. 190. -	
	*Edgware, Highgate and London; junction with Tottenham and Hampstead Junction.	,,	,, c. 191. -	
Great Western - -	*Hammersmith & City; Thames Branch	,,	,, c. 192. -	
	*Lancashire Union; St. Helen's and other branches.	,,	,, c. 193. -	
	Lynn and Sutton Bridge; additional powers.	,,	,, c. 194. -	
London and South Western	*Sunningdale and Cambridge Town; user of South Eastern.	,,	,, c. 197. -	
	(I.) Belfast, Holywood, and Bangor; transfer of Holywood Branch.	,,	,, c. 198. -	
London, Chatham, and Dover	Sevenoaks, Maidstone, and Tunbridge; time.	,,	,, c. 199. -	
North British - -	Edinburgh and Glasgow; subscription to City of Glasgow Union.	,,	,, c. 200. -	
,, - - -	*Monkland; branches - - -	,,	,, c. 201. -	
	*Caledonian; junction with North British.	,,	,, c. 202. -	
Midland - - -	*Skipton and Wharfdale - -	,,	,, c. 203. -	
	Ogmore Valley - / Ely Valley Extension } amalgamation	,,	,, c. 205. -	255
North British - -	*Carlisle - - - - -	,,	,, c. 206. -	
	(I.) Midland Great Western of Ireland; additional powers.	,,	,, c. 210. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Swansea and Aberystwith Junction; additional powers.	1865	28 & 29 Vict. c. 211. -	
	*Edinburgh and Glasgow } Firth of Forth North British - - }	„	„ c. 213. -	
	*Great Northern; new lines - -	„	„ c. 216. -	
North British - -	Edinburgh and Glasgow; amalgamating Monkland.	„	„ c. 217. -	
	*Llanelly; Bury Port Branch - -	„	„ c. 218. -	
Bristol & Exeter - Great Western - South Devon	West Cornwall; lease or sale; working arrangements.	„	„ c. 219. -	
	*(I.) Belfast Central; Line; additional powers.	„	„ c. 220. -	
	*(I.) Dublin Trunk Connecting; junction and deviation branches.	„	„ c. 221. -	
	*(I.) Dublin, Wicklow, and Wexford; junction with Dublin and Kingstown	„	„ c. 222. -	
	*Dingwall and Skye - - -	„	„ c. 223. -	
	*Isle of Wight; extensions; money -	„	„ c. 224. -	
Great Western - -	*Stourbridge; branch; money - -	„	„ c. 226. -	
Caledonian - - -	*Busby; East Kilbride Branch - -	„	„ c. 229. -	
	*(I.) West Cork; money; extensions; time.	„	„ c. 232. -	
	*Halesowen and Bromsgrove Branch -	„	„ c. 233. -	
Great Western - -	*South Wales; Cadoxton-juxta-Barry and Sully branches.	„	„ c. 234. -	
	*Hoylake; New Brighton Branch -	„	„ c. 236. -	
London and South Western	*Sidmouth; Branch - - -	„	„ c. 237. -	
Great Northern - -	*Spilsby and Firsby - - -	„	„ c. 238. -	
	*Swansea Vale and Neath, and Brecon Junction; Abercarne Branch.	„	„ c. 239. -	
	*Bishop's Castle; extensions - -	„	„ c. 241. -	
	*Burton-on-Trent; to abolish restrictions; additional lines.	„	„ c. 242. -	
	*Burton-on-Trent - - -	„	„ c. 243. -	
	*Hawes and Melmerby - - -	„	„ c. 244. -	
	*Glasgow and South Western; new lines	„	„ c. 245. -	
	* „ „ ; „ -	„	„ c. 246. -	
	*City of Glasgow Union; deviations; branch.	„	„ c. 247. -	
	Manchester, Sheffield, & Lincolnshire; amalgamating Marple New Mills and Hayfield Junction; subscription to Liverpool Central Station.	„	„ c. 248. -	
	*Great Eastern; Eye Branch - -	„	„ c. 249. -	
	*North Eastern, Leeds Branch; money -	„	„ c. 251. -	
	Perth Station - - - -	„	„ c. 252. -	
	„ ; hotel - - -	„	„ c. 253. -	
	*South Devon; Exeter Branch - -	„	„ c. 255. -	
	*South Northumberland - -	„	„ c. 256. -	
	*London and South Western; Whitehall Branch.	„	„ c. 258. -	
	West Riding and Grimsby; money; time.	„	„ c. 259. -	
London & North Western Great Western -	*Wrexham and Minera; new lines -	„	„ c. 260. -	
„ „ „	*Wrexham, Mold, and Connah's Quay; extension.	„	„ c. 261. -	
	*Bude Canal and Launceston Junction -	„	„ c. 263. -	
	*(I.) Waterford and Limerick, Lismore and Dungarvon branches.	„	„ c. 264. -	
	*(I.) Dublin, Rathmines, &c.; Blesinton Branch.	„	„ c. 265. -	
Caledonian - - -	*Dunblane, Doune, and Callander; Oban Branch.	„	„ c. 266. -	
London & North Western North Eastern -	Leeds Station - - - -	„	„ c. 267. -	
	London, Chatham, & Dover; subscription, and user by London and South Western.	„	„ c. 268. -	
	*London, Chatham, and Dover; extensions; widening; abandonment of Crystal Palace and South London Junction.	„	„ c. 269. -	
	*Stratford to Worcester - - -	„	„ c. 270. -	
London & North Western -	*Mold and Denbigh Junction; new lines; part abandonment.	„	„ c. 271. -	
North Eastern - -	*Scarborough to Whitby - -	„	„ c. 272. -	
	*London and South Western - } vesting Tooting, Merton, and Wimbledon. London, Brighton, & South Coast - }	„	„ c. 273. -	
Great Northern - -	West Yorkshire; money - -	„	„ c. 275. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
Abergavenny & Monmouth -	*West Midland; junction with Coleford, Monmouth, Usk, and Pontypool.	1865	28 & 29 Vict. c. 276. -	
	Cambrian; abandonment of Wem Branch; working agreements; lease to Thomas Savin.	,,	,, c. 277. -	
	*Aboyne and Braemar - - -	,,	,, c. 279. -	
	(I.) Bagenalstown and Wexford; dissolution.	,,	,, c. 280. -	
	Monmouthshire; additional works; acquisition of Brecon & Abergavenny Canal; money.	,,	,, c. 281. -	
London & South Western -	Sidmouth and Budleigh Salterton; deviation.	,,	,, c. 282. -	
Cambrian - - -	*Aberystwith and Welsh Coast; deviation; extensions.	,,	,, c. 283. -	
	Brecon and Llandovery Junction; deviation.	,,	,, c. 284. -	
	*Brecon and Merthyr Tydfil Junction; money; new lines; time.	,,	,, c. 285. -	
	Caledonian; amalgamating Scottish Central.	,,	,, c. 287. -	
	*Caledonian; branches; additional powers	,,	,, c. 288. -	
	* ,, ; additional lines - -	,,	,, c. 289. -	
	* ,, ; Muirkirk Branch- -	,,	,, c. 290. -	
	Cambrian; vesting Aberystwith and Welsh Coast.	,,	,, c. 291. -	
	*Chester and West Cheshire Junction -	,,	,, c. 292. -	
Coventry & G. W. Junction -	*Southam; Coventry Branch - -	,,	,, c. 293. -	
	*Crieff and Methven Junction; Comrie Branch.	,,	,, c. 294. -	
	*Carreg, Hylldrem to Portmadoc -		,, c. 295. -	
	*Deal, Walmer, and Dover - -	,,	,, c. 296. -	
	Caledonian; amalgamating Dumfries, Lochmaben, and Lockerby Junction.	,,	,, c. 297. -	
	Glasgow and South Western; amalgamating divers companies.	,,	,, c. 298. -	
	Great Western; transfer of Wycombe; further powers.	,,	,, c. 299. -	
	*Glasgow and South Western - - / Bridge of Weir - } Greenock Junction.	,,	,, c. 301. -	
	*Great Eastern; Felixston Branch -	,,	,, c. 303. -	
	London and South Western; amalgamating divers companies; companies' arrangements; money.	,,	,, c. 304. -	
	*Manchester and Milford; new lines; time	,,	,, c. 305. -	
	*Cambrian; Dinas Mowddwy Branch -		,, c. 306. -	
	(I.) Newry and Greenore; deviations; new works.	,,	,, c. 307. -	
	North British - - / Edinburgh & Glasgow } union. -	,,	,, c. 308. -	
	North British; pier - - -	,,	,, c. 309. -	
	*North London; Alexandra Park Branch; junction with Edgware, Highgate, and London.	,,	,, c. 310. -	
Great Western - -	*Ross and Monmouth - - -	,,	,, c. 312. -	
Cambrian - - -	*Talyllyn - - - - -	,,	,, c. 315. -	
	Vale of Neath; money; companies' arrangements.	,,	,, c. 316. -	
Bristol and Exeter - -	*Watchet to Minehead - - -	,,	,, c. 317. -	
	*London and South Western; junction with Berks and Hants.	,,	,, c. 318. -	
	Worcester, Dean Forest, & Monmouth; deviation; money.	,,	,, c. 319. -	
	*Acton to Brentford - - -	,,	,, c. 320. -	
	*West Riding and Grimsby; Lincoln Branch.	,,	,, c. 321. -	
	*Portmadoc to Beddgelert - -	,,	,, c. 322. -	
	*Bishop's Castle; deviations; new line -	,,	,, c. 323. -	
	Brecon and Merthyr Tydfil Junction; acquisition of Hereford, Hay, and Brecon.	,,	,, c. 324. -	
	Carnarvon & Llanberis; further powers	,,	,, c. 326. -	
	Great Northern / Manchester, Sheffield, & Lincolnshire - / Midland - < vesting jointly Stockport and Woodley Junction; Stockport, Timperley, and Altrincham Junction; Cheshire Midland, West Cheshire, and Garston and Liverpool.	,,	,, c. 327. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
North British	*Edinburgh and Glasgow; junction with City of Glasgow Union.	1865	28 & 29 Vict. c. 328.	
	*Furness and Lancaster, and Carlisle Union.	„	„ c. 329.	
	Great Northern; amalgamating Leeds, Bradford, and Halifax Junction.	„	„ c. 330.	
	Great Northern; amalgamating West Yorkshire.	„	„ c. 331.	
	*Lancashire and Yorkshire; branches	„	„ c. 332.	
	London and North Western; additional powers; England.	„	„ c. 333.	
	London and North Western; additional powers; Wales.	„	„ c. 334.	
	Midland; additional powers.	„	„ c. 335.	
	Nantlle; widening extension	„	„ c. 337.	
N. & S. Wiltshire Junction	*Christian Malford to Beachingstoke	„	„ c. 338.	
	*North Staffordshire; loop line	„	„ c. 339.	
Great Northern / Midland	*Peterborough, Wisbeach, and Sutton; Crowland Branch.	„	„ c. 340.	
	*Shrewsbury and Potteries Junction	„	„ c. 341.	
	*Sirhowy; deviation; user	„	„ c. 342.	
	*South Eastern; extensions; money	„	„ c. 343.	
	*South Essex	„	„ c. 344.	
Great North of Scotland	*Strathspey; extension	„	„ c. 345.	
	*Ryde Pier; tramways	„	„ c. 346.	
	*London, Chatham, and Dover; Beckenham branches; abandonment of lines; working with South Eastern; exemptions from dues.	„	„ c. 347.	
	*Bury St. Edmunds to Thetford	„	„ c. 348.	
	*Llanelly; Mumbles Branch	„	„ c. 349.	
	*(I.) Navan to Kingscourt	„	„ c. 350.	
	*(I.) Waterford to Dungarvon, and Lismore to Fermoy.	„	„ c. 351.	
	Carmarthenshire; further powers	„	„ c. 352.	
	*(I.) Great Southern and Western; Clonmel Branch.	„	„ c. 353.	
	*London and South Western; junction with Chichester and Midhurst.	„	„ c. 354.	
	*Bedford and Northampton	„	„ c. 355.	
	*Blane Valley; extension	„	„ c. 356.	
	*Drayton Junction; Bottisfield Branch	„	„ c. 357.	
Glasgow & South Western	*Girvan to East Challock	„	„ c. 358.	
	*Midland; Southwell, Worksop, and Staveley branches.	„	„ c. 359.	
	*Newport and Usk	„	„ c. 360.	
	*Northampton and Banbury Junction; branch; money.	„	„ c. 361.	
	*Northampton and Banbury Junction; Chipping Norton & Blockey branches.	„	„ c. 362.	
	*North Eastern; branches; part abandonment.	„	„ c. 363.	
	*Great Western; junctions with Newport, Abergavenny, and Hereford Branch.	„	„ c. 364.	
	*Severn Junction	„	„ c. 366.	
	*South Wales & Great Western District-	„	„ c. 367.	
	North Eastern; amalgamating West Hartlepool and Cleveland.	„	„ c. 368.	
	*(I.) Limerick & North Kerry Junction	„	„ c. 369.	
	Bodmin and Wadebridge; money; companies' arrangements.	„	„ c. 370.	
	*Mid Wales; extensions; part abandonment.	„	„ c. 371.	
Great Western	*Cornwall; junction with Tamar, Kit Hill, and Callington.	„	„ c. 373.	
Central Cornwall	*Launceston, Bodmin, and Wadebridge Junction; Truro Junction with Cornwall; name; money.	„	„ c. 374.	
	*North Kent; Medway Branch	„	„ c. 375.	
	*Afon Valley	„	„ c. 376.	
	*Manchester, Sheffield, and Lincolnshire; Liverpool Branch.	„	„ c. 378.	
	*London, Brighton, and South Coast; junctions.	„	„ c. 379.	
Great Western	*South Wales; Fishguard Bay Branch	„	„ c. 380.	
	(I.) Waterford and Passage; time	„	„ c. 381.	
	*(I.) Dublin; Metropolitan Junction	„	„ c. 382.	
	Central Wales Extension; time	1866	29 & 30 Vict. c. 3.	
	Kidwelly and Burry Port / Burry Port — amalgamation.	„	„ c. 5.	
	*North Eastern; Gilling to Helmsley & Pickering.	„	„ c. 10.	
	*North Eastern; branches	„	„ c. 11.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Neath and Brecon; money	1866	29 & 30 Vict. c. 15.	
	Devon and Somerset; capital	„	„ c. 17.	
Great North of Scotland	Morayshire; capital	„	„ c. 30.	
	(I.) Midland Great Western of Ireland; land.	„	„ c. 34.	
	Drayton Junction; capital	„	„ c. 36.	
	Wrexham, Mold, and Connah's Quay; money.	„	„ c. 38.	
	Buckley; to carry passengers; money	„	„ c. 41.	
	Lancashire and Yorkshire; time; money	„	„ c. 43.	
	* „ „ Blackburn to Padiham.	„	„ c. 44.	
	Afon Valley; powers	„	„ c. 45.	
	(I.) Dublin and Kingstown; amending lease to Dublin, Wicklow, and Wexford Company.	„	„ c. 48.	
	(I.) Parsonstown and Portumna Bridge; lease to Great Southern and Western.	„	„ c. 57.	
	(I.) Letterkenny; arrangements with Londonderry and Lough Swilly.	„	„ c. 60.	
	*Lancashire and Yorkshire; branches	„	„ c. 71.	
North Eastern	*Merrybent and Darlington	„	„ c. 75.	
„ „	Hexham and Allendale; powers	„	„ c. 78.	
Manchester, Sheffield, & Linc.	South Yorkshire and River Dun; alterations.	„	„ c. 86.	
Great Western / London & North Western	Wrexham and Minera; part vested in Great Western and London & North Western.	„	„ c. 87.	
	Bristol and Portishead; alterations; time.	„	„ c. 88.	
	Midland; powers	„	„ c. 90.	
	Barry; alteration	„	„ c. 92.	
	Bristol and Exeter; transfer of Bridgewater and Taunton Canal, and Stolford railway.	„	„ c. 96.	
	*Harborne	„	„ c. 101.	
	Metropolitan and St. John's Wood; money.	„	„ c. 107.	
	Crofthead & Kilmarnock Extension / Glasgow and South Western — deviations	„	„ c. 108.	
	*Bradford, Eccleshill, and Idle	„	„ c. 114.	
	*Bristol and Exeter; Railways; transfer of Bream and Down.	„	„ c. 115.	
	*Llynvi Valley; Railways; money	„	„ c. 117.	
	„ ; amalgamating Ogmore Valley	„	„ c. 120.	
	(I.) Cork and Youghal; dissolution	„	„ c. 124.	
	Great Northern; powers	„	„ c. 127.	
	*Bridgenorth to Wolverhampton	„	„ c. 129.	
	*Whitehaven & Furness Junction / Whitehaven, Cleator, and Egremont — Egremont to Sellafield.	„	„ c. 132.	
London and North Western	South Staffordshire; money	„	„ c. 134.	
	Eastern Bengal; powers	„	„ c. 136.	
	Worcester, Bromyard, and Leominster; time.	„	„ c. 138.	
	*Liverpool and Birkenhead	„	„ c. 139.	
	Uxbridge and Rickmansworth; time	„	„ c. 141.	
	East and West Junction; money	„	„ c. 142.	
	*(I.) Great Southern and Western Railway at Cork; money for purchase of Cork and Youghal.	„	„ c. 144.	
	*Glasgow and South Western; railways	„	„ c. 146.	
South Devon	Launceston and South Devon; powers	„	„ c. 147.	
Great Western / Bristol and Exeter	*Bristol	„	„ c. 148.	
	South Devon; powers	„	„ c. 153.	
Great Western	*Berks and Hants Extension; Westbury branch.	„	„ c. 154.	
	Manchester, Sheffield, and Lincolnshire; widening.	„	„ c. 158.	
	*Macclesfield, Knutsford, and Warrington	„	„ c. 159.	
	Metropolitan; alterations; time	„	„ c. 160.	
	Sunningdale and Cambridge Town; alterations.	„	„ c. 161.	
	Great Northern / Manchester, Sheffield, & Lincolnshire — Transfer of West Riding & Grimsby railway.	„	„ c. 162.	
	*Hatfield Chase	„	„ c. 163.	
	London, Worcester, and South Wales; alterations.	„	„ c. 164.	
	*Severn Junction; branches	„	„ c. 165.	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	Great Northern; abandonment of Barnet Branch.	1866	29 & 30 Vict. c. 166. -	
	*Leven and East of Fife; branches -	,,	,, c. 167. -	
	*London and North Western; railways	,,	,, c. 168. -	
	*North British; railway - -	,,	,, c. 171. -	
	,, { amalgamating Leadburn, Linton, and Dolphinton.	,,	,, c. 172. -	
	* ,, ; railways - -	,,	,, c. 173. -	
	*Longton to Bucknall - - -	,,	,, c. 174. -	
	Tottenham and Hampstead Junction; money; lease.	,,	,, c. 175. -	
	*Furness; branches - - -	,,	,, c. 176. -	
	Metropolitan district; land - -	,,	,, c. 178. -	
	(I.) Dublin and Antrim Junction; time; lease.	,,	,, c. 179. -	
	*East London; branches - -	,,	,, c. 180. -	
	Sutherland; alterations - -	,,	,, c. 181. -	
	(I.) Midland Counties and Shannon; time.	,,	,, c. 182. -	
	*Beddgelert; Lynn-Gwynant Branch -	,,	,, c. 183. -	
	*Hoylake; Park Gate Branch - -	,,	,, c. 186. -	
	North Eastern; amalgamating Hull and Hornsea.	,,	,, c. 187. -	
	London and North Western; vesting Cockermouth and Workington.	,,	,, c. 189. -	
	London and North Western; vesting Whitehaven Junction.	,,	,, c. 190. -	
	Great Northern / Midland - - { vesting Liverpool Extension of Manchester, Sheffield, and Lincolnshire.	,,	,, c. 191. -	
	*Manchester, Sheffield, and Lincolnshire - / Great Northern - / Midland - - { new lines; abandonment.	,,	,, c. 192. -	
Great Eastern - -	*Tendring Hundred; Thorpe-le-Soken to Great Clacton.	,,	,, c. 194. -	
	*Whitby, Redcar, and Middlesborough Union.	,,	,, c. 195. -	
	*Beckford to Winchcomb - -	,,	,, c. 196. -	
	*Cannock Chase and Wolverhampton; extensions.	,,	,, c. 197. -	
	*Thetford and Watton - - -	,,	,, c. 198. -	
	North British; lease of Esk Valley -	,,	,, c. 200. -	
	Shrewsbury and North Wales - - / Shrewsbury and Potteries Junction - { amalgamation.	,,	,, c. 201. -	
	*Glasgow and South Western; railways	,,	,, c. 202. -	
London and South Western	*Salisbury and Yeovil; extensions -	,,	,, c. 204. -	
	*Edgware, Highgate, and London; Barnet Branch.	,,	,, c. 206. -	
	*Manchester to Stockport - -	,,	,, c. 207. -	
	*Ayr - - - - - -	,,	,, c. 208. -	
	*Brynmawr to Blaenavon - -	,,	,, c. 209. -	
	Mid Wales; money - - -	,,	,, c. 210. -	
	*Shrewsbury and Potteries Junction; railways.	,,	,, c. 211. -	
	Neath and Brecon; lease of Swansea Vale, and Neath and Brecon Junction.	,,	,, c. 212. -	
	Wivenhoe and Brightlingsea; money -	,,	,, c. 213. -	
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	Hemel Hempstead and London & North Western; powers.	,,	,, c. 215. -	
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	* ,, ,, ; junction with Poole and Bournemouth.	,,	,, c. 217. -	
	*North British; railways - -	,,	,, c. 219. -	
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Great Western - -	*Stourbridge; railway - - -	,,	,, c. 221. -	
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	*Bideford to Appledore and Westward Ho'.	,,	,, c. 224. -	
	*South-Eastern; railways - -	,,	,, c. 227. -	
	*London, Chatham, and Dover; Rochester Branch.	,,	,, c. 229. -	
	*Wantage - - - -	,,	,, c. 231. -	
	*Lancashire Union; railways - -	,,	,, c. 233. -	
	*London, Brighton, and South Coast; railways.	,,	,, c. 234. -	
	South Eastern; amalgamating Mid Kent	,,	,, c. 235. -	
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General List of Railway Acts passed from 1801 to the end of the Session of 1886—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	(I.) Great Northern and Western of Ireland; time; money.	1866	29 & 30 Vict. c. 237. -	
	*West Bromwich and Walsall - -	„	„ c. 238. -	
	East and West Junction; powers -	„	„ c. 239. -	
	*Presteign and Clun - - - -	„	„ c. 242. -	
	Solway Junction; money - -	„	„ c. 243. -	
	*Caledonian; railways - - -	„	„ c. 246. -	
Taff Vale - - - -	*Llantrissant and Taff Vale Junction; railways.	„	„ c. 248. -	
	London and North Western; powers -	„	„ c. 249. -	
	*Mold and Denbigh; branches - -	„	„ c. 250. -	
	*North Eastern; branches - -	„	„ c. 251. -	
	*Ogmore Valley; extensions; money -	„	„ c. 252. -	
	Great Western; transfer of Wycombe -	„	„ c. 254. -	
	*Great Eastern; railways - -	„	„ c. 255. -	
	*(I.) Central Ireland - - - -	„	„ c. 257. -	
	*Rhymney; new lines - - -	„	„ c. 259. -	
	*Bedford and Northampton; new lines -	„	„ c. 260. -	
	Bristol and North Somerset; money -	„	„ c. 262. -	
	*Great Yarmouth; tramways - -	„	„ c. 263. -	
	Kingsbridge; deviations - -	„	„ c. 264. -	
	Lynn and Sutton Bridge; amalgamating Spalding and Bourn; lease of Norwich and Spalding.	„	„ c. 265. -	
	*North British; railways - -	„	„ c. 266. -	
	Peterborough, Wisbeach, and Sutton; capital.	„	„ c. 267. -	
	Somerset and Dorset; lands; money -	„	„ c. 268. -	
	Buckley - - - } Wrexham, Mold, and Connah's Quay - - } agreement	„	„ c. 270. -	
	*Southern; branches - - -	„	„ c. 271. -	
	(I.) Waterford and Limerick; working agreements.	„	„ c. 272. -	
	Swansea Vale; facilities on other lines -	„	„ c. 274. -	
	*Wolverhampton and Walsall; branch -	„	„ c. 276. -	
	*Fife and Clackmannan - - -	„	„ c. 277. -	
North British - -	Berwickshire; money - - -	„	„ c. 278. -	
	*Laugharne - - - -	„	„ c. 279. -	
	*London, Brighton, and South Coast; new lines; money.	„	„ c. 281. -	
	*London, Chatham, and Dover; Chatham Branch.	„	„ c. 282. -	
	London, Chatham, and Dover; powers	„	„ c. 283. -	
	London and North Western; transfer of Merthyr, Tredegar, and Abergavenny.	„	„ c. 284. -	
	*North British; railways - -	„	„ c. 285. -	
	*Great Eastern; branch - -	„	„ c. 287. -	
	Great North of Scotland; powers of sale; lease and amalgamation.	„	„ c. 288. -	
	Llanelly; pier - - - -	„	„ c. 289. -	
	*Muswell Hill Estate Company (Limited); railways.	„	„ c. 290. -	
	*North British; railways - -	„	„ c. 291. -	
	*Caithness - - - -	„	„ c. 292. -	
	Manchester, Sheffield, and Lincolnshire - } transfer of Liverpool Central Station Railway. Great Northern - } Midland - }	„	„ c. 294. -	
	*North Eastern; branch - -	„	„ c. 295. -	
	Kidwelly; incorporation - -	„	„ c. 297. -	
	*Midland; branches - - -	„	„ c. 298. -	
	*North Metropolitan - - -	„	„ c. 299. -	
	*Ryde - - - - -	„	„ c. 303. -	
	*Taff Vale; railway and branch -	„	„ c. 304. -	
	*New Romney - - - -	„	„ c. 305. -	
	Brecon and Llandovery; powers -	„	„ c. 306. -	
	Great Western; powers - -	„	„ c. 307. -	
	*Northampton and Banbury Junction; Ross Branch.	„	„ c. 310. -	
	North Western and Charing Cross - } London and North Western - - } arrangements - South Eastern - }	„	„ c. 311. -	
	Tamar, Kit Hill, and Callington; arrangements.	„	„ c. 312. -	
	*Vale of Crickhowell; Brecon Branch -	„	„ c. 313. -	
	*East London Eastern Extension -	„	„ c. 314. -	
	*Midland; railways - - -	„	„ c. 315. -	
	*Canterbury to Hythe - - -	„	„ c. 316. -	
	*Halesowen and Bromsgrove; branches	„	„ c. 317. -	

General List of Railway Acts passed from 1801 to the end of the Session of 1866—*continued.*

Owned, Leased, or Worked by	Name.	Year.	Reign, &c.	Total No. passed in each Year.
	*South Eastern - - } London, Chatham, & Dover } railways -	1866	29 & 30 Vict. c. 318. -	
	Anglesey Central; power of transfer -	,,	,, c. 320. -	
	*(I.) Dublin, Wicklow, and Wexford; Enniskerry Branch.	,,	,, c. 321. -	
	Caledonian; alterations - -	,,	,, c. 325. -	
	Devon Valley; money; amalgamation with North British.	,,	,, c. 326. -	
	*North British; Newport Branch -	,,	,, c. 329. -	
	*Pembroke and Tenby; branches; lease	,,	,, c. 330. -	
	*Barry; Penarth Branch - -	,,	,, c. 333. -	
	*Cambrian; railway - - -	,,	,, c. 334. -	
	*Ellesmere to Llansaintffraid Glyn Ceiriog.	,,	,, c. 335. -	
	*Hounslow - - - - -	,,	,, c. 336. -	
	*(I.) Limerick & Castle Connell; Shannon Extension.	,,	,, c. 339. -	
	*South Essex; Pitsea Branch - -	,,	,, c. 340. -	
	*North British; branches - -	,,	,, c. 341. -	
	*Caledonian; ,, - -	,,	,, c. 342. -	
	*Great Western; ,, - -	,,	,, c. 343. -	
	*Louth and Lincoln - - -	,,	,, c. 344. -	
	*Teme Valley - - - -	,,	,, c. 345. -	
	*Delabole and Bossinney - -	,,	,, c. 347. -	
	*(I.) Waterford, New Ross, and Wexford Junction; purchase of Bagenalstown and Wexford; branches.	,,	,, c. 348. -	
	*North British; Brampton Branch -	,,	,, c. 349. -	
	Caledonian; amalgamating Scottish North Eastern.	,,	,, c. 350. -	
	Great Northern - } Manchester, Sheffield, and Lincolnshire - } Midland - - } vesting Godley and Woodley Branch; powers over Chester and West Cheshire Junction.	,,	,, c. 351. -	
	*Maidstone to Ashford - - -	,,	,, c. 353. -	
	*Newport Pagnall; extension - -	,,	,, c. 354. -	
	*North British; branches - -	,,	,, c. 355. -	
	Great Western; amalgamating Vale of Neath.	,,	,, c. 356. -	
	*Great Western; branches - -	,,	,, c. 357. -	
	*Wrexham, Mold, and Connah's Quay; Buckley Branch.	,,	,, c. 358. -	
	*Wrexham, Mold, and Connah's Quay; Connah's Quay Extension.	,,	,, c. 359. -	
	(I.) Sligo and Ballaghaderreen Junction; powers.	,,	,, c. 360. -	
	*(I.) Downpatrick to Newcastle - -	,,	,, c. 362. -	
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Ditto	Answers to various complaints, and general information.	Feb. 20, Mar. 1, and May 3, 1866.	414	558, 631, 817
Atkinson, Mr. Henry John; Mayor of Hull, and Chairman of the Chamber of Commerce, &c.	Railways affecting Hull	April 28, 1865	420	42
Bagot, Mr. John; Dublin merchant	Irish Railways	June 28, 1865	421	293
Barrington, Mr. John; Lord Mayor of Dublin	Irish Railways	June 29, 1865	421	300
Bewlay, Mr. Thomas; Dublin merchant	Through rates, England and Ireland.	June 28, 1865	423	290
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Brentnall, Mr. Thomas P.; coal merchant, and member of the Trade Protection Societies at Nottingham.	Treatment of coal merchants at Nottingham by Midland Ry. Co.	Dec. 6, 1865	428	425
Brown, Mr. John Nurthall; General Manager of two collieries, Director of a Waggon Company, &c.	Inadequate accommodation for coal traffic.	Jan. 11, 1866	429	477
Brydges, Mr. Charles John; General Manager of Grand Trunk of Canada Railway.	Canadian Railways	June 9, 1865	430	227
Cawkwell, Mr. William; General Manager of London and North-western Railway.	Through traffic, England and Ireland.	June 9, 1865	431	211
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Chadwick, Mr. Edwin, C.B.	Government management, and generally.	May 10, 1866	434	837
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Clarke, Mr. Seymour; General Manager of Great Northern Railway.	Coal traffic, through arrangements, terminals, and railway matters generally.	Feb. 22, 1866	436	576
Cooper, Mr. James C.; private cattle dealer	Irish cattle transit	May 24, 1865	444	155
Corbett, Mr. John; Proprietor of Stoke Salt Works, Worcestershire.	Unequal rates and want of accommodation.	Jan. 9, 1866	444	469
Cosgrove, Mr. John; manager of Messrs. Bass & Co.'s brewery, Burton-upon-Trent.	Certain unfair preferential rates.	Apr. 17, 1866	445	738
Cotton, Mr. Edward John; Manager of the Belfast and Northern Counties Railway.	Irish Railways	Nov. 10, 1865	448	336
Cox, Mr. William Thomas; M.P. for Derby	Unequal rates	Nov. 28, 1865	448	372
Dargan, Mr. William; Chairman of the Dublin and Wicklow Railway Company.	Irish Railways	June 14, 1865	449	229
Delahunty, Mr. James; Managing Director of Waterford and Kilkenny Railway.	Irish Railways	June 2, 1865	450	208
Eborall, Mr. C. W.; General Manager of the South-eastern Railway.	Through arrangements; rates; continental railways.	Apr. 20, 1866	452	772
Ennis, Mr. John, M.P.; Chairman of the Midland Great Western Railway of Ireland.	Irish Railways	May 30, 1865	452	169
Fassiaux, M. Charles Albert; Director-General of Posts, Railways, and Telegraphs in Belgium.	Belgian Railways	May 19, 1865	455	134
Fearnley, Mr. Benjamin; Secretary of Newry and Armagh Railway.	Irish Railways	June 2, 1865	455	206
Fletcher, Mr. James; Secretary to the Rochdale Merchants and Traders' Association.	Railways affecting Rochdale.	May 5, 1865	455	68
Forbes, Mr. William; late Manager of Irish Midland Great Western and Great Northern and Western Railways.	Irish Railways	May 10, 1865	456	71
Fox, Mr. Edward; stockbroker, Dublin	Irish Railways	June 27, 1865	458	271
Galt, Mr. William; author of pamphlet entitled "Railway Reform," published in 1843.	Acquisition by Government of railways, and placing them under one management, with a low tariff; Irish Railways.	Nov. 7 and 15, 1865.	459	311, 361
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GOOCH, MR. DANIEL, M.P.; Chairman of Great Western Railway Company.	Generally - - -	May 15, 1866	463	857
GORDON, CAPTAIN H. W.; Principal Superintendent of H.M. stores at Woolwich.	Want of facilities for conveyance of military stores.	Feb. 27, 1866	464	628
GREGORY, MR. CHARLES HUTTON; a Vice-President of the Institution of Civil Engineers; Post Office Arbitrator.	Costs of working; charges for mail service, &c.	May 31, 1866	471	871
GRIERSON, MR. JAMES; General Manager of the Great Western Railway.	Through booking, England and Ireland.	June 16, 1865	471	245
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AGRICULTURE, IRELAND:

Would be greatly stimulated and developed by better railway arrangements and a reduction of fares and rates; *Sullivan* 2088–2133. There would be an increase in the produce of the soil in Ireland if rates were lower; *Ryan* 2781. Railway facilities cause increase of 5 per cent. in value of agricultural produce; *Malcomson* 3444. If rates on corn and hay from Limerick were reduced, much that now goes round by the coast would be sent by rail; *Cooper* 3744–3747. A large amount of traffic can be carried in a purely agricultural district, instance the Great Eastern; *Bidder* 4235. If lower rates obtained, much more of the agricultural produce of Carlow would come to Dublin; *Roe* 5900, 5901. Agriculture in neighbourhood of Cork and Bandon Railway undeveloped from bad management of line; *Shaw, W.* 6388, 6389. 6415, 6416. With better arrangements between companies and reduction of rates, an enormous increase of traffic in agricultural produce would take place from the west of Ireland; *Meldon* 6737–6741.

AIRE AND CALDER NAVIGATION. *See* LANCASHIRE AND YORKSHIRE RAILWAY. WATER CONVEYANCE.

ALLPORT, MR. JAMES. (*Analysis of his Evidence.*)

Is general manager of the Midland Railway Company; 5261. Has only temporary arrangements for through booking for tourists and goods to a limited extent. Has found that agreements between Irish and other English companies have materially interfered with through booking of Irish railways. Through booking traffic is embraced by arrangements with Ulster Company; they have also made similar arrangements with other English companies; 5265–5267. 5269. Midland Company have attempted to make arrangements with other companies, but have failed. If better arrangements could be made between English and Irish companies a large amount of traffic could be developed which does not now exist. Irish railways ought to be thrown open to every English company who can book through by a reasonable route. Free trade principle adopted upon Midland Railway is best for the companies and the public; 5268–5271. Is not generally in favour of compulsory powers for booking through, but thinks that if English companies make an arrangement with one Irish company they should be compelled to make arrangements with others having reasonable routes; 5272, 5273. Attempted some years since to book through to Belfast and South of Ireland, but difficulties were raised by the boards and it was given up; 5274, 5275. Is aware that Irish railway companies are now applying to the Government for further assistance; if given, it should be upon condition that the whole of Irish railways are thrown open to English system; 5276–5280. Inconvenience arises from country being split up into such small divisions. Amalgamation would be as advantageous to Irish railway system as it has been to the English. Sufficient scope in Ireland for two or three systems of railways, but all should be compelled to work in harmony with each other. Is not in favour of Government supervision, even in the particular

ALLPORT, MR. JAMES—*cont.*

case of Ireland, as it is not equal to private management. It would not be necessary to have a supervising power to prevent unfair competition, as that might be left to arbitration; several cases in England where standing arbitrators are appointed. The proper way to regulate companies would be to lay down certain rules, and add an arbitration clause, which clause should be extended to the public. Would be a good system to extend to English companies if they called upon Government to assist them; 5281–5290. Is aware that it has been recommended that Government should purchase Irish railways; objects if management in the hands of Government. If difficulties in the way of leasing overcome, and a lease were to be granted to a small number of individuals, management of railways could not be superior to present management. Reasons why witness thinks Government management inferior to that of body of directors; discussion thereupon. If Government granted a lease and allowed proprietors to appoint their officers, it would be merely transferring the railways over to the Government for the Government to transfer them back again to a company; 5291–5305. Present management of railways in Ireland generally speaking satisfactory to the public; they are tolerably well managed. Thinks they have done all that can be reasonably expected of them towards developing resources of the country. Is not aware that any of them have been managed with a view to favour steam ship companies rather than the shareholders; there has been a tendency to make exclusive arrangements with one or two English companies; 5306–5308. Midland system has connexion with South of Ireland by way of Bristol. Has exchange traffic with steamboat companies trading to that port, but no through booking arrangements with any other Irish company through Bristol; 5309, 5310. Has no coal traffic arrangements with any Irish company. Coal traffic in Ireland could be much developed if companies adopted same free-trade policy which has guided Midland affairs; increase of this traffic in the last 17 years. Send no coals to Ireland. Mileage rate to London varies according to distance and circumstances; states *modus operandi*. Highest rate does not exceed 1½*d.* per ton per mile, lowest about ⅜*d.* Rates do not include use of waggons or terminal charges; terminal charges in the country and in London. Same rate for large as for small quantities; 5311–5324. 5336, 5337. If a fair mileage rate were established, believes Yorkshire coal could be delivered in Dublin for 12*s.* 6*d.* or 13*s.* per ton. If coals were conveyed across the Channel to Ireland by screw steamers as they are between the North and London, with same rate for long distances as Midland, the whole of Ireland could be freely supplied with English coal. Is aware that there is no communication in Dublin between railways and the wharves. Cartage makes a considerable additional charge. Assuming that railway charged ½*d.* per ton per mile, there is no reason why coal should not be sold at stations on extreme west coast of Ireland for about 16*s.* or 17*s.* per ton. Obstacles that prevent attempts being made. Boards and managers of two or three large companies in England think that no company could carry at the rate of ½*d.* per ton per mile; 5325–5334. Has always found temporary loss has followed reduction of rates, but generally there has been a gain in the end; 5335. Reductions on Midland Railway have been made from time to time; occasionally even now they reduce the present low rate; 5338. No reason why experiments in reduction of rates would be attended with more difficulty or greater risk in Ireland than in England; it should be done with care; would be attended with loss, but increase of traffic would ultimately make it up; in agricultural districts it takes much longer time to make up loss than in manufacturing districts, more especially where the population is comparatively poor. A reduction is frequently made in one district, and not in another. Mentions three instances upon the Midland; 5340–5342. Would not reduce third-class fares from 1*d.* to ½*d.* at once, but gradually until seen how far reduction may be carried with profit; 5343. It is possible that from Bristol to Lancaster (extreme length of railway) a third-class passenger could not go and return same day; such a state of things as that a third-class passenger upon any part of Southern and Western railway could not go to and from Ennis same day should not exist, as it tends to check traffic. Midland issue third-class day tickets at a reduction of 25 per cent. from double fares; these are much taken between country places and market towns; would be to interest of railway companies in Ireland to do the same. Has been for some years trying to get the same system adopted from all places in England to all places in Scotland, but has not yet succeeded; 5344–5356. Has tried to establish a low scale of third-class fares in purely agricultural districts. Result of an experiment made to abolish second-class carriages and only have first and third, and how long it took to recover itself; 5358–5374. If Irish railways were purchased by Government and leased to a company, they would be willing to wait with greater patience for result of experiment than could be expected from present boards of directors, though that would depend very much upon the terms of the lease; 5370–5374.

ALLPORT, MR. JAMES—*cont.*

Further examination (1).

Is general manager of the Midland railway; 12,345. Has read the evidence containing complaints against that company; 12,346. Reason why rates from Gloucester are very low as compared with Liverpool rates. Would not get any traffic if rates from Liverpool to Hull were as high as from Liverpool to Sheffield. With reference to an extract from a private letter read by Mr. Clark, complaining that Stavely iron works could not send iron to Liverpool (70 miles) as cheaply by 3*s.* per ton as to London (170 miles), witness states that there is a mistake, as the rates are 2*s.* 6*d.* more to London. Admits that rates are low to London, in consequence of the competition by the river Trent; 12,347–12,357. Mr. Clark wrong in stating that there is only one railway from Liverpool to Leeds, as practically there are four. All competition by routes ultimately ends in similar charges being made by the companies; not generally reduced charges; are several instances where it was the reverse. Denies Mr. Patterson's statement that favouritism is ever shown by Midland Company. Does not make any difference in the rates for same traffic from same district, whatever the quantity sent. Company do not give the large brewers at Burton any advantage over the smaller ones. An arrangement made some years ago by manager of London and North-western gave great advantages to two large brewers; course taken by Midland Company in the matter. Hands in table correcting several inaccuracies in one given in by Mr. Clark; 12,358–12,366. Answers Mr. Wheeldon's complaint that he could not buy some Indian corn, because the rates per quarter from Liverpool to Derby were double those between Gloucester and Derby, by stating that Midland Company have no line from Liverpool or Manchester to Derby; the North Staffordshire Company fix the rates. Only since Burton line opened that London and North-western have given Midland through rates to Liverpool and Manchester; 12,367–12,372. Relative to complaint of Mr. Patterson, that rates from Morecambe to Manchester (56 miles) are the same as from Morecambe to Liverpool (32 miles), witness states that the London and North-western fix the rates. If he were manager he would defend this rate. Thinks Liverpool traders wish to absorb whole traffic of the kingdom. Gives exports from Gloucester and Liverpool. Is the duty of railways to develop resources of the district. Rates given should yield a profit. As a member of the community, would consider it a national calamity if trade were concentrated in one port; 12,373–12,378. If companies can create a trade at remunerating rates they do so. Considers that, providing charges are within maximum parliamentary rates, no one should complain. Profit varies upon different articles. Accounts for certain discrepancies pointed out by Mr. Halhead, who is not correct in his distances; 12,379–12,388. Instead of Mr. Stead's traffic from Saltaire to Manchester being 70,000*l.* per annum, it only amounts to 457*l.* Difficulty in following the various witnesses, as in many cases they are not comparing same commodities. States that Mr. Wright's complaint as to inequalities in certain rates is in many cases well founded; the low rates are generally in consequence of there being water competition. Corrects inaccuracies in rates quoted by Mr. Wright for copper and glass. Course pursued by company as to charge when a manufacturer sends three different articles (tubes, brass wire, and iron wire) to one party. Thinks Mr. Clark is not correct in stating that if three different articles were in one parcel the highest rates would be charged; 12,389-12,404. Worcester Canal Company and old Birmingham Canal Company are as conveniently placed for the town as they well can be. Mr. Wright is incorrect in stating the Birmingham Canal Company fix the rates, and also mistaken in stating that Worcester Canal Company have a wharf outside of Birmingham, and that it is not near the centre of the town. Chairman of Midland railway denies having said that where company have the power of charging high rates they do so in order to make a divi-

ALLPORT, MR. JAMES—*cont.*
dend, as stated by Mr. Wright; policy is totally opposed to it. Explains certain other statements made by Mr. Wright as to high rates to Sheffield, "travellers patterns," and as to development of Birmingham traffic; 13,405–13,412. As to Mr. Wright's complaint about rates for glass, witness states that low rates are given when company are not liable to breakage, and a high one if they are so liable. Is a low rate from Birmingham to Bristol; 12,413,12,414. Answers Mr. Sturge's complaint of want of facilities by Midland Company, value of land at King's Norton, and there being no terminal charge at Gloucester. Instead of land being 60*l.* or 80*l.* per acre, company have recently paid 800*l.* Land has trebled in value since railway constructed. Negotiating for some near the station, and will have to give more than 500*l.* per acre. Explains statement made by Lord Ashtown's colliery agent, as to loss to brass founders of Birmingham from the high price of coke. Replies to complaint of Rev. J. Field, as to want of correspondence of trains in different lines on midland counties; 12,415–12,422. May be a little truth in opinion that jealousy exists between different companies as to trains meeting on a line, but is not so with the large companies, as the trains are made to suit the bulk of the traffic. Witness describes fully the arrangements made by the Midland Company. Emphatically asserts that trains are fixed solely with reference to convenience of the public, and never with reference to driving traffic in a particular direction; practice may be adopted by some of the smaller companies. Are occasionally inconveniences and detentions on branches of Midland line. Causes which prevent the trains advertised to fit in not doing so. Is not aware that small companies place obstacles in the way of meeting Midland trains. Company put on a large additional force in summer time; 12,423–12,439. 12,448. Want of punctuality does not increase risk of accident, if attention is paid to the signals. Thinks there is no risk of danger at Lichfield when Liverpool train is timed to arrive five minutes before Derby train. Does not remember any serious accident occurring from want of punctuality. Is generally from driver not looking out for the signals; 12,440–12,447. Makes observations upon Mr. Cox's evidence, complaining of the high rates charged by Midland Company for certain goods, and to his statement that he has been prevented from entering into competition in certain districts by the inequalities, and from sending goods in consequence of the great delay in the delivery. Explanation of a charge made to Mr. Cox for lead from Ambergate to Derby. Ambergate a mere junction, and traffic very small. Mr. Cox's corrected figures for pig lead from Matlock are still incorrect; traders on Midland line are thoroughly alive to the difference between a station to station rate and a collected and delivered rate; they can have the fullest information if they ask for it. Company do not publish a list of terminal charges. Reason why Mr. Wass sends his lead by canal. Refers to Mr. Cox's evidence where he compares charge for lead from Newcastle to Derby as with charge for coke from Newcastle to Burton, and states that coke does not come from Newcastle; comes from neighbourhood of Darlington, and in one case waggons, &c. are found. A waggon will not take much more lead than coal or coke in weight; 12,448–12,462. Mr. Cox is in error in comparing certain charges in not reckoning distance by the shortest route, and in stating that Derby Canal belongs to Midland Company. Answers complaints of several Derby witnesses, who all complain of want of competition by the Midland Company. Hands in a list of rates charged to those gentlemen; in every case the rates are lower from London to Derby than from London to Nottingham. Effect of competition as between Nottingham and London has not been to reduce the rates. Is a very questionable proceeding if shot is put into casks and sent as lead to avoid the particular class, as stated by Mr. Cox. Shot is a damageable commodity; requires great care. Never inspects the goods; not unusual for silk and very valuable commodities of that kind to be declared incorrectly; if they were damaged they could not under such circumstances claim the value. Gets a great deal of common lead in casks, particularly scrap lead, for which the lowest rates are charged; shot is generally loose in bags; 12,463–12,473. Reasons why sugar from London to Sheffield is charged lower than from London to Derby, as complained of by Mr. Renals. With respect to Mr. Cox's complaint that Midland Company charge demurrage, witness states that he has only been charged 3*l.* 15*s.*, extending over a considerable period. Mr. Cox has refused to pay this, although 3*l.* 6*s.* of the sum has

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been paid by Midland Company to other companies. Is quite prepared to defend system; is unfair that traders should keep trucks standing under their load day by day. Contends that Mr. Cox did not bring forward this complaint as an illustration of the system, but as a hardship in his own particular case. Is not aware of any complaint from Derby respecting demurrage charges, 12,474–12,482. Is not true that Derby people are in the hands of the Midland Company. London and North-western Company get very nearly one-half of the traffic; it is carried by Midland and delivered over to them at Rugby. Cannot find a single complaint that traffic by London and North-western has ever been delayed or treated differently from traffic coming by Midland line from London; is a fair interchange of traffic between the two companies. Mr. Renals would have nutmegs and sugar or cinnamon and molasses put in same class. As to Mr. Renals' complaint that Derby has not made the progress it ought, witness states that population has greatly increased in the surrounding districts; reason why silk traffic has fallen off; there are four or five very important iron works and mills. Quotes rates for silk from Derby and Nottingham; are on same footing; reason the Derby rates were revised. Gentlemen examined on behalf of Derby Chamber of Commerce do not represent the manufacturers there. Messrs. Cox, Renals, and Nicholson's accounts are very small. Value of a ton of silk; price charged not exorbitant. Thinks Mr. Nicholson unreasonable in declining to pay sum charged. Hands in a table showing average per-centage of increase in places where population in 1851 was over 20,000 and under 50,000. Mr. Nicholson's desire that silk should be taken out of the Carriers Act is, that the risk should be thrown upon the company; 12,483–12,494. With respect to Mr. Wheeldon's complaints of the Midland rates, witness explains that in many cases Midland have no control over them, but where Midland have any control rates will bear comparison with those from any other place in the kingdom. Mr. Wheeldon complains of the low rates to Burton as compared with Derby; reason they are given. Why rates have been recently raised from Burton to Derby; 12,495–12,501. Answers Nottingham complaints with regard to coal trade being limited to nine particular coal dealers, by stating that coal owners and public are satisfied with the arrangement; and that such arrangement has not tended to increase the price of coal. Is not true that gentlemen connected with the railway have any favour shown to them. Principle to let the largest dealers have the wharves; same system must be adopted by every company; is adopted by London and North-western Company at Camden Town. North-eastern Company have adopted the plan of selling the coal for the coal owners; system to some extent objectionable; do not give more coal owners access to York than Midland give to Nottingham. Midland is adopting same practice at every large town. Does not exactly prevent any new coal dealer starting; deals with the coal owners same as North-eastern; charges a terminal of so much per ton for the wharf, and not a rent. If there had been 10 or 12 large coal dealers they would have been accommodated by curtailing the space of the others. Mr. Brentnall is a very small dealer; his principal trade is by canal, which belongs to the Great Northern; 12,502–12,520. Neither Mr. Corbett or Mr. Gentel complain of the Midland Company. As a proof that railway has not been the obstruction that some of the gentlemen would like the Commission to believe, witness points out the extraordinary development that has taken place in the district. Explains why demurrage for detention of waggons was charged to Mr. Corbett; 12,521–12,528. How the break of gauge at Bristol and Gloucester has seriously affected traffic; to a certain extent public interests of country must suffer. No general regulations could be introduced which would give greater facilities for interchange of traffic; would be unfair if companies were compelled to adopt through rates; gives an illustration. Does not think that booking through could be very much extended without inconvenience. Reason why it is impossible to book through passengers or goods on Midland system. Thinks that in the course of a few years almost all railways will be worked as one system; 12,529–12,545. Is to the advantage of every company that goods and passengers should be forwarded on as quickly as possible. Does not think any impediment or delay is ever thrown in the way. Midland Company was perhaps one of the first to adopt free trade principles. Gives quantity of coal carried into London in 1865, and number of tons from collieries on Midland line; also quantity carried by this railway, and names of the other

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companies who carried to London. All coal from Midland collieries would come over a considerable portion of Midland Railway. Unless some equivalent given by Great Northern would encourage as much as possible coal being taken on Midland line from company's collieries at Peterborough. Great Northern would not give any equivalent. Exchanges goods traffic with other companies on condition that they exchange with us; 12,546–12,552.

Further examination (2).

Has received a memorial from Wingerworth colliery proprietors complaining that almost all railways, and particularly Midland and North-western, require coal merchants or coal masters to provide waggons; when coal trade first established on railways coal owners preferred finding their own; thinks they would now refuse to sell theirs to the railways; is in favour of companies finding them, as work could be done cheaper, and with one-fourth less of trucks; would also save a great expense at sidings and for shunting. If Midland purchased all the private waggons it would involve an expenditure of about 1,000,000*l.* York, Newcastle, and Berwick railway some years ago bought owners' waggons and found it work satisfactorily. Some of large coal owners would prefer railway finding them, but unless done generally it would not work well. How work would be simplified if trucks belonged to railway; would be a better class of waggons. Goods waggons on Midland will carry between 400 and 500 tons a year; get more work out of them than most companies. Midland have now about 20,000 coal trucks belonging to private owners; have none of their own; arrangement of finding waggons peculiar to mineral traffic; 13,634–13,639. 13,651–13,656. 13,686–13,697. Number of tons trucks will carry; 10-ton waggons too heavy for the axles, and not so convenient to work; originally ordinary goods waggons were limited to four tons. Denies that company ever required Wingerworth colliery to alter the axles, and at same time allowed Staveley colliery to run with the old waggons; 13,640–13,645. Not true that Midland Company take from two to six days to deliver coal from Clay Cross colliery to Derby; takes 1½ hours; has never received a complaint from Wingerworth company. Have no control over coal trucks; difference between goods and coal traffic; consignees have so often detained trucks at sidings that company have been obliged to charge demurrage after a certain time. Course pursued by company when waggons of one colliery get injured or injure those of another colliery. New waggons are inspected when first put upon the line; restricted as to number of tons they are to carry. Have had more disputes with Wingeworth colliery respecting break down of waggons than with any 20 collieries put together; 13,646–13,650. 13,663–13,670. As the number of waggons is given and the dates when delay took place, witness will be able to trace them and give results; has had no complaint of these delays. Admits that there were some complaints in 1864; delays were caused by the immense increase of traffic consequent upon strike of Staffordshire colliers; if complaints refer to last December there is no truth in them; 13,657–13,662. 13,682. Contends that his letter, written on the 14th November 1865, does not refer to delays, but to damage done to waggons. How matters settled if companies dispute cause of damage; 13,671, 13,672. Is not true that Midland charge higher from Clay Cross to Grantham than they do from Swinton, 20 miles farther. Company graduate scale so that Yorkshire and Derbyshire collieries can compete with other collieries; 13,674. Mentions arrangement made in answer to complaint that lower rates are given to large collieries for gas coals and on quantities that smaller collieries cannot raise. Reason why a rebate granted some years since was given to coal merchants in preference to coal owners. As to complaint that an arbitrary charge is made for siding accommodation and signalmen's wages at some colliery junctions and not at others; witness states a charge is only made where a siding is brought upon main line between stations, as in that case company is obliged to put up signals and employ a man specially. Thinks Wingerworth company pay nothing; 13,675–13,681. Reads letter from coal owners and coal merchants denying that price of coals has increased in Nottingham since trade restricted to nine coal merchants. Traffic considerably increased since alteration made. Are 67 coal merchants in Nottingham; from a return made in December 1864 witness finds that Wingerworth colliery only sent four waggons to Nottingham out of a total number of 1,571; total getting of that colliery about 2,000 or 3,000 tons weekly.

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Gives an explanation as to complaint of Mr. Brentnall of his trade being stopped; 13,684, 13,685. Coal traffic could not be carried on regularly unless company took it into their own hands. If waggons belonged to railway they would undertake the delivery of goods at stations, and rigidly enforce return of waggons within two days, or impose a fine of 1*s.* per day. Have such a regulation, and enforce it sometimes; 13,698–13,702. If companies purchased all the waggons saving effected would be more in time and convenience than money; 13,703–13,710. Considers that on Midland line more work is got out of waggons than upon any other line; not companies' interest to see them standing still. Cause that has led to better working of waggons within the last ten years; 13,711–13,714. 13,722, 13,723. Why witness thinks the suggestion that all waggon stock should be one common stock would tend to great confusion, delay, and inconvenience. A considerable proportion of rolling stock belongs to rolling stock or waggon companies, and hired to various coal owners, who pay from 9*l.* to 12*l.* per annum, irrespective of distance run. Locomotive engines or ordinary passenger carriages are not supplied in a similar way; 13,715–13,721. Answers Mr. Brown's complaint as to want of through rates from Cannock Chase colliery to Birmingham and to the north-east; 13,723. As to suggestions of many of the witnesses that railways should not make a charge for terminals, witness states that Midland Company have spent nearly 4¼ millions upon stations out of a total capital of 20,900,000*l.*, and that during last year expense for goods traffic alone was 344,000*l.*, and therefore it would be a great injustice to companies if they were prohibited charging for terminals; difficult to say whether amount charged pays for outlay; in many cases total amount charged is lower than should be for terminals alone; 13,724–13,727. Is in favour of having a fixed terminal charge, if fairly adjusted. Midland Company have not expended more upon stations than other companies. Thinks terminal at each end about 2*s.* 3*d.* per ton; no company in the kingdom can do it for anything like this sum at the large stations. Terminal expense to a great extent irrespective of distance goods are carried; believes that in many cases if a fair terminal charge were deducted, it would be found, where distance short, that the goods are carried for nothing. Company never fix rates on principle of mileage rates, but upon a gross charge varying according to circumstances: in some cases mileage rates would be higher for long distances, and in others lower; 13,728–13,741. As to Mr. Wheeldon's complaint that charges are higher from Derby than to other places, witness mentions that low rates are given to enable him to compete with maltsters 200 miles away. Gives some of the gross charges for short distances to compare with those given to Mr. Wheeldon; more profit out of the short distances. As long as there is a profit upon the transaction it is greatly to interest of railway companies and immense benefit to public to give traders low rates. A uniform rate would destroy trade; instances the iron trade of South Wales or Cleveland. Carries coal to London now at ⅜*d.* per mile, but if uniform mileage rate adopted whole of traffic could not be carried at that rate, and if mean of the two rates charged it would drive out inland coals, and stop railway coal trade altogether. London could not obtain coals at a lower rate than at present; 13,742–13,748. 13,757–13,760. Is for benefit of public that companies should have the power of charging differential rate, and that any abatement of that power would be injurious to trade and the companies. Company charges moderate rates for short distances, and very low rates for long distances to enable traders to transact business. Would be the most fatal thing to the commerce of this country if companies were compelled to make uniform charges all over their lines. Great increase in exports during last 17 or 18 years is due to development of trade by means of railways; 13,749–13,755. Does not carry any unremunerative traffic; 13,756, 13,757. Believes companies have adopted through booking as far as practicable; in consequence of number of tickets that would be required it would be impossible to make it universal. Midland Company do not book through from every station to every station; book through to every large place, and to London from every station. Has only recently adopted through booking arrangements with south-western parts of England. Books through from London and all large stations to Belfast, and one or two other stations in Ireland. Have a more general and perfect system of through booking as regards goods than with passengers; 13,761–13,764. System pursued when goods are forwarded to a station off Midland line to which there is no through booking; in such a case there is generally a delay of at least 24

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hours; liability would attach to company first dealing with the goods; 13,765–13,768. A passenger booking through to some distant town would sometimes pay less than if he paid fares to the different places in succession; instances from London to Edinburgh or Aberdeen, but in this case low fares are given owing to sea competition. In great majority of cases through fares consist of the local fares added; is not the case between London and Ireland or Scotland. Thinks companies in their returns they make to the Board of Trade take these low through fares into account; 13,769–13,776. Advantages that Midland have given to the public; have abolished express fares and third-class fares. Reduced fares last year on southern portion of line to extent of about 26,000*l.* a year; believes it will ultimately be a benefit to the company; loss now, nil; the increase is newly created traffic; gives increase of mineral traffic since 1850; same increase going on over whole country. Traffic in agricultural parts of country has not increased; increase of goods and minerals far exceeds increase in passenger traffic; gives comparative rates, and states that increase on Midland line represents increase all over the kingdom. Unless there were coal-fields mineral traffic would not so largely increase upon lines generally as upon Midland. In agricultural districts people do not travel unless they have either business or pleasure. Would not answer to reduce fares on whole system of railways uniformly; 13,777–13,781. 13,790–13,797. With a view of ascertaining fairness of passenger charges it must be considered that certain terminal expenses are increased as respects passengers; terminals on passengers exceedingly small; 13,782–13,789. Carries manure at very low rates or would not get traffic; charge lower than for minerals; 13,798–13,802. Principle upon which departure of trains is fixed. As to the inconvenient hours at which trains leave Newark for Lincoln; witness explains that direct route from London to Lincoln is by Great Northern by way of Peterborough; Midland Company do not get 10 passengers a week; 13,803–13,810. Uniform charges might be adopted to a certain extent, but companies must be allowed to make exceptions; 13,811, 13,812. Would be impossible to publish rates, as they are continually being altered; are more frequently lowered than raised; a month's notice, unless in special cases, is given; is not aware that any person has been refused seeing the rates; 13,813–13,820. Is aware that rates are published in France; reason why system has materially interfered with development of trade between the two countries; 13,821–13,825. Why a low rate of through booking cannot be made with France; 13,821–13,833. If companies were bound to publish rates they could not make any reduction so as to obtain specific traffic. Shows how completely Mr. Galt is in error when he asserts that coal can be conveyed from northern counties up to London at the rate of from 1*s.* 6*d.* to 2*s.* 6*d.* per ton, and that the difference between 6*s.*, the price at the pit's mouth, and 28*s.* or 30*s.*, the selling price in London, is the railway charge, as railway charge including terminals is about 5*s.* 6*d.* per ton; absolute cost to company, excluding interest upon the engines, is about 5*s.*; is not possible to bring it to London cheaper. Would not pay to increase size of trains; weight conveyed by a train; 13,834–13,841. 13,853–13,857. Witness wrong who stated before Parliament that Great Eastern could carry coals at ¼*d.* per ton per mile. Mr. Galt assumes in many cases that cost of working train is a fixed amount. Cannot give any idea of the difference in working a long or short train; wages, &c., the same. May burn a little more coal; does not think a train could run at all under 2*s.* per mile; wear of engine nearly the same. Do not run goods trains of less than 20 tons; 13,842–13,852. Have not objected to packed parcels; generally speaking, taken by goods trains; have a special scale, companies do not charge the highest rate which they are entitled to charge. Have special authority to inspect the parcels, but have never done so. Put them in the fifth class; charges exact weight and at a certain rate without reference to mileage; charges ordinary parcels rates if they go by passenger trains, and the same for packed parcels as for a parcel which consists of one kind of goods only; are generally sent by goods trains; 13,858–13,875. Believes that a parcel can be sent from almost every part of the country to every other part at through and sufficiently low rate. Reduced some years ago parcel rates to a uniform scale irrespective of distance, but it was not successful; 13,876–13,880.

Further examination (3).

Has been furnished with Mr. Cosgrove's evidence. History of agreements made from time to time with

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Burton brewers. Knows only of the existence of the agreement made in 1859 by London and North-western Company with Messrs. Allsopp; could not see it or procure a copy until autumn of 1864. Midland made an agreement in 1861 to effect that they should be put on same footing as the other Burton brewers. Has repeatedly informed the Messrs. Bass that as soon as company knew nature of agreement, they should have the benefit of it. Brewers have not suffered loss. Midland have always refused to give special advantages to large brewers. How incorrect statements made by Mr. Cosgrove arise. His evidence much stronger and far beyond the statement signed by brewers and companies of Burton; 16,877–16,883. Mr. Cosgrove's statement that Midland must have known of the drawback allowed to Messrs. Allsopp by London and North-western from receiving the overcharge sheets is quite incorrect; explains how business done, and states that overcharge sheets only occasionally and then accidentally came before Midland Company; have only received them from 22 principally unimportant places; tried to get them; for last four years have not had a single one; denies that they were ever sent to them for correction. Course pursued by London and North-western to enable Messrs. Allsopp to receive the drawback; whole abatement made by them, Midland received their full rate. Were not receiving a diminished rate from London and North-western at the time when Messrs. Bass allege they should have been receiving a certain allowance; would have been only too glad to have made the allowance; 16,884–16,892. Object of London and North-western was to secure the traffic; Messrs. Allsopp had more interest in keeping agreement secret than railway company. As soon as witness knew of the agreement the brewers were all informed that they should receive the benefit of it; allowed them all to keep back sufficient money to cover all the allowances when known; 16,884–16,895. 16,904. Mr. Cosgrove has not stated that by an agreement entered into with the Messrs. Bass in 1863 Midland agreed to reduce rates to those at any time made by other routes, and also to build them extensive premises in London. Company have expended 130,000*l.* to enable brewers to get upon line and thereby save cartage. Injustice to Midland Company from Burton brewers claiming 4½*d.* per ton for traffic passing over branches into main lines; this question and that of interest are the only two points at present at issue with Messrs. Bass; is willing to submit dispute to arbitration. Have agreed to refund 9*d.* per ton and a lower scale of rates. If entire list of overcharges had been in possession of Midland they would not have been able to deal with it. Names terms of agreement made with Messrs. Allsopp; 16,896–16,903. By a clause in the agreement London and North-western have to provide storage room in London for Messrs. Allsopp. Mentions amount of claim made by Messrs. Bass for overcharges, and states that 11,600*l.* of it is due entirely from North Staffordshire Company, which is quite independent of Midland; why it is unfair to make this claim against Midland. Messrs. Allsopp send the bulk of their traffic by London and North-western and North Staffordshire Companies; latter company have not refused to allow drawback; they were quite as much in the dark about agreement with Messrs. Allsopp as the Midland; 16,905–16,911. Does not admit that Messrs. Bass have a good claim for 59,000*l.*; explains difference between them, and reads correspondence showing that they have no claim for the drawback upon terminals. With reference to complaint of inequalities in the rates witness hands in table of rates given by Mr. Cosgrove, and those the company are at liberty to charge under their Act, which shows a reduction of nearly 50 per cent. in favour of brewers; in no instance is the sum charged equal to the mileage rate. Agreement with Messrs. Bass only includes traffic on Midland line. In what way Mr. Cosgrove's calculations are wrong. Trade of Burton brewers not interfered with; has rapidly advanced, and although several large reductions have been made to them in rates of carriage they have never made any reduction to public. Increase in tons in last 10 years carried by Midland alone from Burton. Explains how Mr. Cosgrove is entirely wrong in his history of the earlier transactions of Burton; 16,912–16,925. Great increase of Burton trade has arisen from opening of railways, and especially from facilities given by Midland. Uniform rates imposed for grain from Eastern counties irrespective of distance as complained of by Mr. Cosgrove was done entirely at solicitation of Messrs. Bass. Considers proposition of Burton brewers, to cancel agreement made for 21 years because London rates higher, is monstrous. Low rates from Yarmouth

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to London due to sea competition. Deplorable condition of Great Western also due to same cause. People have no right to complain of paying average rates of country merely on ground that in some places exceptionally low rates are given. Mentions proposition made to Mr. Bass; 16,927, 16,928. As to demand made by the brewers with respect to terminals where no carting service performed, witness states that terminals are fixed to avoid a great deal of trouble in dividing rates when inequalities exist in the mileage. Clearing-house charge for ale and all goods except special and mineral class carted at Burton 4*s.* per ton. Well known by all companies that cartage is not done; if deduction made, companies would recoup themselves by increasing the rate now charged; 16,929–16,937. Mr. Galt's calculation that passengers can be conveyed 100 miles for 6*d.*, is based upon a train conveying a greater number of passengers than actually do travel. Gives cost of working expenses per mile for passengers and goods, and earnings per train mile on Midland for passengers. Either working expenses are much higher per cent. than is shown by the Board of Trade returns, or working expenses for goods and minerals must average more than witness has stated; 16,938–16,941. 16,955–16,959. Reduction of fares would not increase number of passengers. Uniformity of fares would be as absurd as uniformity of rates. Low fares can only be charged where population large. Mr. Galt's recommendation that experiment of low fares should be tried in certain districts would not lead to a true result. Why Mr. Galt's statement that difference in price of coal at pit's mouth, and charge made in London, is made up of railway charges incorrect. Mr. F. Hill's evidence that if Government were to take the railways it could do away with difficulty of getting arbitration, witness states that for many years past there has not been arbitration to deal with; with most of large companies is done by agreement. Midland Company only too glad to meet requirements of Post Office. Gives payment of Midland for postal service, and number of miles run; sum charged is very moderate. Terms were fixed by agreement. Has had no arbitration with Post Office since witness joined Midland in 1852. Average of Midland trains 5*d.* per mile, but would not be fair to give the same by ordinary passenger and goods train; 16,942–16,947. Ascertained the number of bags of letters carried by Midland, and found that money paid was about 1*s.* 3*d.* per bag irrespective of distance; has no doubt that rates for same service are nearly as low by many of the large companies; would charge more on the average for packages conveyed for public. Complaint of public about deliveries of the post groundless. Companies complain of Post Office trying to absorb parcels traffic. As to Mr. Hill's allusion to the admirable system of Post Office as compared with railways, witness states there is no comparison between the two; 16,948–16,951. Number of trains in use. Never sends an engine and a van without any passenger carriages attached to it for mail; 16,952, 16,953. Reason night travelling is gradually diminishing. No Government management or Act of Parliament would remedy the want of communication as complained of by Mr. Hill. Inconvenience that would result if Government were to take whole of railways into their hands and lease them; 16,954. Almost always carry full train loads of minerals; carry about 200 tons of coal. Gives receipts for passengers and for goods and minerals in 1864; nearly approaching that position when it is no longer a passenger railway under the Act. Would never discontinue carrying third-class passengers; have discontinued fourth-class, but all third-class passengers are carried at 1*d.* per mile; 16,960–16,963.

Further statement from Wingerworth Colliery in reply to witness's evidence; *App.* BW. Further observations by the Wingerworth Coal Company in reply to witness's additional evidence; *App.* CM. Remarks by the Inspector-General of Mails on certain portions of witness's evidence affecting the postal service; *App.* CW. Replies of Messrs. Bass and Co. and other brewers of Burton-on-Trent to the statements of witness; *App.* DY.

AMALGAMATION:

Local traffic of Great Eastern Railway has been much developed since amalgamation; *Bidder* 4470–4472. Evils of amalgamation between canal and railway companies; should be prohibited by Act of Parliament; *Wilson* 9907 *et seq.* Witness considers that railway companies should not be allowed to amalgamate, though Parliament has generally sanctioned it; *ib.* 9985–9988.

In certain cases amalgamation is good, but it would be adverse to the public interest to amalgamate all the railways in England into one system; *Cawkwell* 11,684–11,691.

AMALGAMATION—*cont.*
Witness believes that amalgamation first arose from a belief that it would stop competing lines, but it has not had that effect; *Hawkshaw* 14,595. Amalgamations effected are of advantage to the public, but concerns are now large enough; *ib.* 14,612–14,614.

Amalgamations which have taken place have produced great convenience; *Stewart* 14,793. If railways were all in hands of one proprietor, no doubt much waste in working might be saved; *ib.* 14,795. Further amalgamations desirable, but they should be carried out whilst companies are prospering. Argument and illustrations in support of this opinion; *ib.* 14,816–14,821.

North-eastern is the largest amalgamated company in the kingdom; amalgamations have been earnestly desired in their district; *Harrison* 15,184. Public opinion is now quite in favour of amalgamation. Great development of traffic; appointment of a superior class of officers; greater safety in travelling, and other advantages arising therefrom; many more are likely yet to take place, but witness does not think that there will be any larger than some at present are; *ib.* 15,337–15,344. Causes leading to amalgamation; *ib.* 15,345. Compulsory amalgamation impracticable; *ib.* 15,348.

Amalgamation has always been a benefit to the companies and the public; has "produced harmony of action, "economy of working, certainty of regulation, and facility "of transit;" *Huish* 15,904, 15,905. Witness thinks that all the lines might be allowed to fall into four or five large groups; branches should be united with trunk lines, but whether amalgamation of parallel lines should be allowed is a grave question; Parliament has generally been averse to it, also to amalgamation of any of the great systems; *ib.* 15,906–15,911. Public, though opposed generally to amalgamation, is better served by them; *ib.* 15,912–15,914. Not desirable at present to amalgamate the great lines; *ib.* 15,915, 15,916. Railways and canals are better in opposition than amalgamated; *ib.* 15,917–15,923.

Amalgamations have been very beneficial; no steps need be taken to increase them, but expression of opinion of this Commission would be very useful. Desirability of amalgamation of the four railways south of the Thames; discussion as to effect of this on continental rates. Parliament should take care of continental route; *Bidder* 16,763–16,768. 16,774–16,780. No distinction between amalgamation of parallel lines and others, but it is a question how far two such large systems as the North-western and Great Western could be worked together; *ib.* 16,769–16,771. Amalgamation of all the English railways impracticable; *ib.* 16,772. Certain rules should be laid down by Parliament before amalgamations are sanctioned; *ib.* 16,775–16,779.

Present amalgamations "unreal." If *bonâ fide* amalgamations were carried out, all parties would be benefited; *Chadwick* 17,282–17,287.

Amalgamations of large companies have gone far enough (perhaps almost too far). Many of the benefits might be obtained without actual amalgamation; *Gooch* 17,578–17,582.

See also COMPETITION. SMITHELLS. WATER CONVEYANCE.

AMALGAMATION OF IRISH RAILWAYS:

No system could be developed without a connexion of all the railways at Dublin; *Mulvaney* 1847. Amalgamation desirable; *Forbes* 1710. 1829; *Sullivan* 1988–1990. 2107. One central administration requisite; *ib.* 2031. If railways were amalgamated into one system, or into two or three groups, capitalists might perhaps be found who would lease them for a term, trusting to make them pay by better management and increased traffic from reduction of fares; *Mallet* 2297. 2301–2304. Witness believes that if Government took them, they could get a company to work and manage them; *ib.* 2298. Necessary accommodation more easily arranged if managed by one company; *Tinsly* 2350. Railways should be amalgamated under a Government board, who might establish uniform rates; constitution of board; rights of shareholders should be preserved; if railways purchased by Government, a temporary loss from reduction of fares might be met by an advance of public money; it would not be fair to tax the districts through which they passed, people would sooner submit to present rates; Government preferable to a local management; *ib.* 2587–2650. By amalgamating small lines some expense of management would be saved; certain shareholders averse to amalgamation; negotiations for amalgamating Waterford and Limerick with Great Southern and Western; *Malcolmson* 3595–3597; this amalgama-

tion would greatly benefit the public, but the proposition was declined by the Waterford and Limerick shareholders; *Longfield* 2845–2851. Amalgamation of small boards with larger companies would reduce fixed charge in favour of proprietors; small boards often act in an obstructive manner; *Hemans* 3831, 3832. Discussion as to how Ireland should be divided into districts in the event of amalgamation of railways; *ib.* 3833–3839. Witness states cause of nonpayment of dividend in some railways and reduction in others; *ib.* 3840–3848. Points out how saving would be effected by amalgamation, discussion thereupon; *ib.* 3849–3856. Gives reasons why he thinks no favour would be shown by railway companies either to amalgamation or purchasing lines. Holders of stock would be glad of any measure that would ensure them a modest dividend. Thinks when shareholders opposed amalgamation they must have been influenced by the directors; *ib.* 3857–3860. Amalgamation, with protection from monopoly, and a large reduction in the rates, would be popular with shippers of goods and cattle; how temporary loss could be met. Barony rate could not be put on; illustration; *ib.* 3861–3869. 3871–3874. 3899–3902. Amalgamations numerous in England; *ib.* 3888–3892. If Irish railways were amalgamated, and the country divided into three systems, thinks it would not be possible that working could be satisfactorily carried on by a few boards unless Government appointed a referee who should have full power to do justice to every line; *ib.* 3893, 3894. Whole system could be vested in hands of one or two companies. Dublin should be the chief centre of railways, and at Belfast there should be another centre; *ib.* 3897, 3898. Witness would like to see amalgamation tried, as it would diminish expense of management; *Ennis* 4100, 4101. Irish railways should be amalgamated and placed under one management; *Bidder* 4217, 4218. Scheme propounded for Government to buy them and let them to a limited company, &c.; *ib.* 4219 *et seq.* All the large English companies have consolidated themselves into great systems without State interference, but many years must elapse before same rule would work in Ireland; thinks State might step in and hasten operations; *ib.* 4295–4299. Advantage of concentrating all the railway companies into one would be felt in England as well as in Ireland. Does not think amalgamation in England yet complete; *ib.* 4300, 4301. Originally there was as great a division of railway interests in Wales as in Ireland; basis upon which they are being combined; *ib.* 4346–4352. Difficulty in dealing with amalgamation of railways in Ireland upon same basis; *ib.* 4353. Amalgamation in England has greatly tended to a gradual reduction of the rates; 4355. A large saving would be effected by consolidation of Irish railways; *ib.* 4373.

Repeated proposals to amalgamate Great Southern and Western with Waterford and Limerick; negotiations have come to nothing, but witness thinks it is only a question of time; company is now absorbing small lines; these were made cheaply and well; difficult to get some lines for their real value unless Government interfered; *Haughton* 4586–4590. Public inconvenience from want of amalgamation of smaller lines; *ib.* 4591. Work in concert with some small lines, not amalgamated, without much inconvenience to public; *ib.* 4601–4607. Discussion as to what advantages would result from amalgamation; *ib.* 4704–4716. Amalgamation of northern railways desirable, but very difficult; instances of unsuccessful attempts; reasons of failure; failure of a forcible attempt; *Murland* 4874–4890. In case of amalgamation, increase of traffic in populous parts would set off loss on sparsely peopled parts; *ib.* 4909, 4910. Considerable improvements in working, and some saving in expense, might be effected if all the railways were worked by one company; *ib.* 4914–4919. Amalgamation of Irish lines would be very beneficial if it could be brought about, but great difficulties in the way, chiefly with the non-paying lines, and from local jealousies; very difficult to get Irish lines to work together; *Cawkwell* 5148–5152. If Irish railways were amalgamated under one company they could not be properly managed; might be divided into three or four systems; *ib.* 5163, 5164. 5195. 5206. Length of system, gross receipts upon traffic of London and North-western and whole of Irish system. Reason why latter more difficult to manage; *ib.* 5165–5169. A connecting link in Dublin between all railways that come there would materially facilitate general management; an Act has been obtained for the purpose, but scheme languishes for want of capital. It would even be to the interest of the London and North-western to contribute to have link supplied; *ib.* 5165–5173. If railways could be under one management shareholders and the public would be much benefited; *ib.* 5174–5179. If amalgamated, Irish

railways would reduce rates and develop a trade which does not now exist, and at same time secure a gain to companies; *ib.* 5186–5188. If all the southern railways were amalgamated into one company it would not be to their interest to carry all the traffic to Dublin so as to have the longest mileage; *ib.* 5196, 5197. Amalgamation of Irish lines desirable, but should be managed under two or three systems; *Allport* 5282, 5283.

By amalgamating small companies a great saving might be effected; *Dargan* 5489. Thinks amalgamation could be carried out at some future time without Government or Parliamentary interference. No difficulty in whole of Irish railways reducing themselves into two or three systems. The directors would consent to any scheme that would put their property in a better condition, but the officers would object unless they received compensation; *ib.* 5493–5503. Amalgamation would produce a saving of one-fifth in working expenses; *ib.* 5530. Would not prevent further extensions; *ib.* 5535. If matters left as they are, amalgamation will be very slow; *ib.* 5606–5608. Directors generally indisposed to lease lines, but if amalgamated and skilfully managed result would astonish the shareholders; expenses could be enormously decreased and income augmented; *Roe* 5798–5803. 5833. Should be arranged in three systems; *ib.* 5827, 5828. 5842, 5843. Irish railways might be efficiently worked as one company if amalgamated; *Grierson* 5929–6023; such company should be either independent of the English companies, or they should be represented in it; *ib.* 6038. Should not be allowed to concentrate all their traffic at one port to injury of others; *ib.* 5950. Great advantages would result from amalgamation in developing traffic, saving in working expenses, economy of rolling stock, &c.; *ib.* 5996–6004. Not too extensive to be managed as one system; train mileage considerably less than large English systems; *ib.* 6005–6016. Local traffic need not be neglected; it should be looked after by local managers, but general interest must be paramount; at present companies working too much against one another to force traffic to their own lines; *ib.* 6017–6031.

Amalgamation in north of Ireland most desirable; interests of shareholders and public both demand it (being identical); obstacles; attempts have hitherto failed; inconvenience and delay from different interests involved, although passengers are booked through; *Lanyon* 6192–6200. Irish railways should be amalgamated into several systems; one centre of management would not answer; reasons; case not parallel to that of great English systems; but amalgamation should certainly take place; *ib.* 6201–6215. Witness thinks it would have to be compulsory; principles upon which it should be carried out; *ib.* 6242–6247. Shareholders generally would not offer much opposition; *ib.* 6281. Amalgamation desirable; *Earl of Clancarty* 6326. Amalgamation of all the lines under Government most desirable; *Fox* 6572 *et seq.*; *Meldon* 6735. Any partial amalgamation useless; *ib.* 6726. No prospect of amalgamation except under Government; *ib.* 6752–6756. Injuries to trade from antagonistic action of different companies; *Boileau* 6804. Great necessity for all the railways of Ireland being worked on one system; *Perry* 6829. Urgent need of better arrangements between companies or amalgamation; failure of attempts at the latter; *Pim* 7079–7086.

Amalgamation has hitherto gone on but slowly in Ireland, and is likely so to continue; jealousy and discontent would ensue if it were allowed to stop competition; *Hancock* 7632–7637. General amalgamation undesirable, unless undertaken by the State, in which case it would be a great advantage; *ib.* 7700–7708. One reason which prevents amalgamation of Irish lines is that the individual interests of certain seaports with which they are connected stand in the way; *ib.* 7767–7771. Amalgamation of all the lines north of Dublin desirable; *Shaw, T.* 8358.

It would be better for Ireland if amalgamations were carried further than at present; *Hawkshaw* 14,615–14,617.

Witness sees no reason why Irish companies should not amalgamate as English have done; *Harrison* 15,346–15,349.

Rates are high, speed is low, trains are few, and dividends small. Too many officials; lines are over-governed; *Huish* 16,011–16,015. 16,030, 16,031. They might all without difficulty be thrown into four or five groups, and worked much more economically and with far greater facilities and convenience for the public; *ib.* 16,015, 16,016. The difficulty would be with the directors who would be displaced; *ib.* 16,017–16,019. Greater facilities for amalga-

Amalgamation of Irish Railways—*cont.*

mation than in England; witness is surprised at its not being done, but public opinion is not strong enough to overbear private interests. Proprietors would like it, and the evils above named would be modified if not removed; *ib.* 16,020–16,027. If this Commission, or the Legislature, recommended it, it might be coupled with some boon; this has already been done to some extent; *ib.* 16,028, 16,029. Discussion as to manner in which lines might be grouped; *ib.* 16,034–16,038. Great Southern and Western is well managed, and is the most successful; *ib.* 16,032–16,041. Ireland does not offer the same gound for reduction of fares as England, but as witness's proposition would reduce expenses, fares might also be reduced. If plan carried out, it must be by some of existing companies. Witness thinks 25 per cent. on cost of trains might be saved. Fares could not be reduced by mere competition as in England; *ib.* 16,043–16,050. After a dividend of say 5 per cent., witness thinks they would try reduced fares; even if not, great public facilities would be gained; *ib.* 16,051–16,053. Any Government assistance should be conditional on amalgamation and reduction of charges; *ib.* 16,055–16,057. A recommendation from this Commission, or from Board of Trade, would be some inducement to Irish proprietors to amalgamate, but a pecuniary inducement (loans on their debentures, for instance) would clench the matter; *ib.* 16,058–16,063. Witness would not approve of Government purchasing them; *ib.* 16,064–16,067. Irish railways have cost less per mile than English; 16,067–16,073. Witness does not think that suggestion of purchase by an English company would find favour; does not himself approve of it; quite a competent management could be selected from present staffs; *ib.* 16,074, 16,075. Instance given in which transit could be much cheapened; *ib.* 16,077. Apart from increased accommodation, amalgamation would increase profits; *ib.* 16,082. Amalgamation of northern lines might injuriously affect some of the ports now supplied by them; *ib.* 16,081. 16,083.

If paying and non-paying lines could be equitably amalgamated, all parties would be benefited; the chief difficulty would be to arrive at present true value of shares; *Sherriff* 16,429–16,432.

Suggestion that Irish railways should be amalgamated and stocks consolidated into one; shares to be given to present holders according to ascertained value of property; directors to be well paid, and to have an interest in the results. The whole could be worked with great ease and facility in Dublin, provided proper gentlemen were selected for the purpose; *Bidder* 16,781–16,788. As to settlement with proprietors of stock at present valueless; *ib.* 16,789, 16,790.

See also Competition. Government Assistance, &c. Huish. Irish Railways.

Amalgamation of Railways and Canals. *See* Water Conveyance.

Amortization of Railway Capital:

Letter from Mr. R. Dudley Baxter on the system of, in France and other continental countries; *App.* DJ.

Annual Tickets. *See* Tickets.

Appeal, Court of:

There should be a tribunal of appeal for special cases; *Clark* 150–152. It should be a body to whom an appeal would lie to ensure carrying out a compulsory uniform mileage rate; it might also have power to modify rates and terminal charges under special circumstances; *Sturge* 845, *et seq.* An independent board should be established to redress grievances; *Wooler* 9657–9665. There should be a rates board established in connexion with Board of Trade, which should have power (within the Act) to settle questions of rates summarily without recourse to law; *Williams* 10,342–10,352, 10,452–10,429. Appeal to present tribunal is so expensive that the least injury is to put up with the first damage; *ib.* 10,430–10,440. There should be a power of appeal to Board of Trade; *Mathews* 10,489. Large companies would object to any tribunal short of the highest tribunal of appeal; if court constituted, no appeal should be allowed from its decision; *Hollins* 11,391–11,395. Such a tribunal unnecessary; present courts sufficient; *Smithells* 13,090–13,095. If there were uniform rates and terminals, a court of appeal would be unnecessary. If court of appeal had power to compel companies to charge rates irrespective of powers which have been given to them by Parliament, their decision might be most prejudicial to railway companies; *Grierson* 13,390. Board of Trade should have some control over railways generally, and should have power periodically to revise rates, and the

Appeal, Court of—*cont.*

public should be able to appeal to it; *Low* 13,804. 13,906, 13,907. Suggestion of a tribunal of appeal (somewhat analogous to Poor Law Board or Committee of Council on Education,) &c.; *Wragge* 15,467 *et seq.* Necessity of a board of appeal for deciding questions between one company and another, and between companies and public. It should be formed of one great judicial authority, aided in case of difference by two assessors named by contending parties. Witness does not fear any bad result from errors of such a court; decisions could be subject to appeal; *Bidder* 16,833–16,847. 16,964. 16,968.

Arbitration:

In settling disputes between Post Office and railway companies, arbitrators generally lean towards the latter; this considerably curtails the use of railways for postal purposes; *Hill* 7938–7943.

Complaint on the part of the railways, that arbitrators will not go into the question of parcels; that arbitration is given under a feeling that letters should be carried at least possible cost to the country; and that arbitrators generally decide in favour of the Post Office; *O'Brien* 12,334. 12,337. 12,340.

Results of arbitration not unusually go against Post Office; *Page* 14,926. Arbitrators used to be able to agree, but latterly decision has generally been given by umpire; *ib.* 14,931, 14,932. Complete want of uniformity in sums awarded by arbitrators and umpires; suggested remedy; *ib.* 14,948. Arbitration is found to be "desultory, unsatisfactory, and troublesome;" *ib.* 15,040. Umpires act with perfect honesty, but have mistaken views; as a rule, they lean to railway companies; *ib.* 15,091–15,096. System of arbitration is disliked by companies on account of its dilatoriness and uncertainty. Instances of companies being kept for years without their money from delay of arbitrators, arising generally from difficulty in agreeing upon an umpire; *ib.* 15,097–15,104.

Witness, who is himself an arbitrator, would never recommend arbitration between company and consignor as to rates for goods, where it can be avoided; *Harrison* 15,261. Witness does not think that compulsory arbitration between companies for interchange of traffic will answer; *ib.* 15,277. 15,282.

Method of conducting Post Office arbitrations. Arbitrators are seldom able to agree without having recourse to an umpire; *Gregory* 17,711–17,713. High class of persons called in as umpires; *ib.* 17,714, 17,715. Arbitrations less frequent of late, from better agreement between Post Office and railway companies; but, when undertaken, not more easy to settle than formerly; *ib.* 17,716–17,719.

List of arbitrations between the Post Office and railway companies, showing the date of each award, the name of the arbitrators for the Post Office and the railway company respectively, and the name of the umpire, if an umpire has been appealed to; *App.* CV.

See also Post Office.

Army Stores. *See* Military Stores.

Atkinson, Mr. Henry John. (*Analysis of his Evidence.*)

Is mayor of Hull and chairman of the Chamber of Commerce and of the Parliamentary Committee of the Corporation; 881. The North-eastern Railway Company, in order to bring traffic to the docks on the Tyne, &c., in which they are interested, divert the natural traffic from Hull by carrying it longer distances at equal rates, instead of charging an equal rate per ton per mile over their whole system. This they call "treating all alike;" 881, 882. 890. 894. 946. Previous to 1854 competition existed, but in that year an amalgamation took place, which produced the state of things complained of, notwithstanding that the companies pledged themselves that the people of Hull should not suffer. Vigorous efforts for redress have been made in vain; 883–889. The only other railway running to Hull is the Manchester, Sheffield, and Lincolnshire; they have agreements with the North-eastern Company to the prejudice of Hull; 891–893. Parliament should enforce an equal mileage rate throughout each railway system; reasons; 896–909. 946. Railway companies too irresponsible; a controlling body needed. Private agreements with individuals should be prevented; 910–917. Difficulties of opposition to or entering into competition with an already existing railway. Particulars of agreements between the railway companies which prejudicially affect Hull; 918–927. Powers to private parties to run

Atkinson, Mr. Henry John—*cont.*
trains on their own account practically inoperative; 928–933. Question of separate agreements with individuals discussed; 935–945. Rates from Leeds to Hull (55 miles) same as to Hartlepool (83 miles), the railway company being interested in the docks at the latter place. Description of the injurious effects upon the whole trade of Hull from the diversion of traffic thus created; 946–961. The dock dues at Hull rather high; 962–964. Railway companies should be prohibited from running steamboats, it being injurious to themselves and to the regular shipowners, and of no advantage to the public. Witness pressed this view upon Parliament last year; but without success; 965–983.

See also O'Brien. Smithells.

Audit of Railway Accounts:

In Ireland at present almost useless; *Earl of Clancarty* 6331–6333.

Auditors:

Report of the auditors of the London and North-western Railway Company; *App.* EF.

Austria:

Rules drawn up by the Congress of German railway engineers for regulating the construction and working of and the conveyance upon the railways in Austria, Prussia, and the German States, according to uniform principles; *App.* CA.

Memoranda on the connexion of the Austrian Government with the railways in that country; *App.* DG.

Memoranda as to the assistance given by the Government of, to the railways in that country; *App.* DK.

Particulars of railway service between various towns in; *App.* DN.

B.

Back Carriage:

Scarcely ever heard of in Germany; *Mulvaney* 1272. Witness believes back carriage could be obtained in Ireland; *Mallet* 2165–2171. 2191. Difficulty of obtaining back freights in parts of Ireland; *Earl of Lucan* 3038. 3044. Coal trucks in Ireland now bring back corn and bread-stuffs; *Malcomson* 3568. Coal trucks on London and North-western line generally go back empty; *Cawkwell* 11,645.

Bagot, Mr. John. (*Analysis of his Evidence.*)

Is a merchant in Dublin; 6992. Great complaints from merchants of inequalities in the charges, and also of the through rates being most injurious to Dublin trade; how they affect commercial travellers and customers from country towns. Mentions a case where great inconvenience was occasioned from insufficiency of third-class trains from Dublin to Tralee. Goods can be delivered in Carlow *viâ* Dublin from Liverpool nearly as cheap as from Dublin to Carlow, in consequence Carlow customers are driven from Dublin to Liverpool. Specifies particular charges upon certain articles. Formerly certain goods were delivered from Dublin to Bagenalstown for 7*s.*, but in consequence of arbitrary classification are now charged 8*s.* 6*d.* to 18*s.* 6*d.* Company refuses to supply classification lists, and Great Southern and Western and Midland Great Western do not keep tariff of prices; 6993–6999. Difference in the rates for corn, seed corn, and seed, leads to people marking goods improperly. Difference in rates for ginger cordial and ginger wine, although both same value. Inequalities in the rates for small parcels, and method adopted in order to make parcels up to luggage weight, and thereby save expense. Can get no explanation of these inequalities in Ireland. Would like to see penny postage system carried out for parcels, that is, same rate for any distance, or might be divided into 50 or 100 miles. Same charge on same railway for a hamper of soda-water for 25 as for 51 miles; 7000–7011. 7018, 7019. Has heard that railway companies give preferential rates; this may be the reason why they will not give tariff of prices. Should not be allowed. Complains also of the break in railways. Inconvenience felt from this cause by a person wishing to go to Derry. In consequence of high rates contract tickets are seldom issued; 7012–7017. In some cases parcels rates have doubled on Dublin and Kingstown railway; not many goods sent; line too short. Carry market parcels and market baskets free. Four-horse coach running by side of railway, which carries cheaper than the railway; 7020–7025. General good that would arise from serious reduction in rates would completely

Bagot, Mr. John—*cont.*
outbalance any small evil that might be done in other respects. Would like people to be able to carry their fish to all parts of the country inland. Gives rates for herrings from Arklow to Dublin; high rates do not prevent them being eaten by the people there. Difference in charge might be appreciable in consumption. Reason why generally obliged to pay half the carriage of goods to most of the customers; 7026–7031. Can send goods to Cork cheaper than to such places as Templemore and Mallow; also sends goods to Londonderry by way of Liverpool cheaper than direct from Dublin. Gives difference and insurance by water; 7031–7039. Would propose as a remedy to present state of things that Government should take possession or control of railways, so that people should be able to travel for ½*d.* per mile third-class; thinks it would pay; 7040, 7041. Customers would transact their business in person instead of by correspondence if they could travel cheaply. Mentions a case of store cattle being driven 60 or 70 miles in consequence of the high rates; would have cost double if sent by railway. Thinks a less reduction than 50 per cent. would induce them to be sent by railway. Fat cattle are also sent by road for a shorter distance; 7042–7048. Is not prepared to enter more fully in detail into nature of great movement that should be made for reduction of rates; differs *in toto* from gentlemen connected with railways who say that if a penny is taken off it cannot be made up; 7049.

Baltic Trade:

Great diminution of, from Liverpool; *Clark* 45, 46. Liverpool is at a disadvantage with the eastern ports as to; *Halhead* 433, 434.

Bankrupt Lines:

Opinion of Select Committee of the House of Lords that undertakings practically bankrupt should pass into hands by which they could be efficiently conducted; an Act was passed in 1865 to prevent Bankruptcy Act applying to Irish railway companies; *Hancock* 7749–7753. Londonderry and Coleraine Railway has been taken possession of for debt by Loan Commissioners; *Galt* 8501, 8502. Bagenalstown line is bankrupt; *ib.* 8504.

Barrington, Mr. John. (*Analysis of his Evidence.*)

Is Lord Mayor of Dublin; as such presided at meeting held to consider subject of Irish railways. Has heard much about the subject, and has a general knowledge of the position of the country with regard to it; 7104, 7105. Some alteration required in system, but very hard to suggest a remedy. Result of meeting was the receipt of 18 letters, consisting mostly of complaints of what are considered excessive charges, and how they militate against shopkeepers in the country, by parties living in the neighbourhood round these country towns finding it more advantageous to go and buy direct in Dublin. Reasons which may induce them to go there; 7106, 7107. 7124–7130. Not sufficient inducement to labouring classes to travel. Fares are too high. Experiment tried last week or two on Midland Great Western line of running an excursion train at single fares for third-class passengers; the receipts increased 1,000*l.* It was the artizan class who chiefly made use of these trains; 7108–7110. Railway companies have objected to carrying people at low fares, thinking the better classes would avail themselves of them, and not travel first or second class; does not think they would. No reason why the rich should not enjoy low fares. Midland Great Western has got into different hands, who are trying a reduction of fares. Great Southern and Western lines are running excursion trains at a single fare for the Exhibition. Has been informed that they rather lost by it; 7111–7120. No difficulty in organizing excursion trains in Ireland for want of facilities for amusement and entertainment of the people. At Killarney, hotels, &c. are very good; not so good at Connemara, but no difficulty in getting anything to eat there. Hands in a letter headed "Irish Railway Reform Movement. Statement as submitted by the Right Hon. the Lord Mayor of Dublin to the Royal Commissioners on Railways, showing causes of complaint on Irish lines;" 7121–7123. Is a soap manufacturer in Dublin; sends products all over the country. Has been put to disadvantage in consequence of different rates charged between Liverpool or other towns in England and towns in Ireland, as compared with the rates between different towns in Ireland. Has been obliged to ship goods over to Liverpool to be taken to Sligo. Cheaper to send them by that route; now sends them by railway, and allows customer 10*s.* per

BARRINGTON, MR. JOHN—*cont.*

ton; nearly half the profit. Does not know cost by either route. Goods going from Liverpool to Sligo go round the coast; go same way to Ballina. Natural difficulty of sea conveyance being cheaper than land conveyance might be got over by reducing land carriage; 7131–7137. If rates were lower would send an increased quantity of soap to Sligo and be able to compete with Liverpool men. Cannot send it from Dublin there by sea. Reduction would bring trade direct to Dublin; would be profitable to railway companies. Has repeatedly written to directors of Great Southern and Western line as to a lower tariff from Dublin to Cork, but they will not consent to it. If rates were reduced one half could supply Cork market with soap. Hands in table, sent by Alderman Mackie, showing through rates from different towns in England to different towns in Ireland, the various relations of one to another, and how they affect his trade. Return defective in not giving charges from Dublin to certain towns in Ireland; 7138–7147. 7278, 7279. Thinks that if Commission were to suggest that a committee should sit in Dublin and go through country and see real position of railways some good might result from it. Long discussion as to whether fuller information could be obtained by so doing, and in the event of this being granted, whether people in England might not desire same thing; and also as to whether more information could be acquired by a committee in Dublin as to feeling in regard to proposed new tax; 7148–7161. 7257–7277. In case of some railways it would be very beneficial if Government interfered; might buy up some, or lend them money at a low rate of interest. General feeling that railway directors are not liberal enough with the public. Difference of opinion prevails as to whether Government should interfere. Mentions Mr. Galt's views, and states that there are many who think that Government, by purchasing railways at a certain rent, might benefit the people by reducing the fares, and that loss, if any, might be met by imposing an income tax for Ireland of 1*d.* in the pound. Has not ascertained the opinions of others, but thinks that plan would be generally acceptable. Would not mind an additional 1*d.* in the pound, benefit to the country should be looked to. Owners of landed property would not like it, but from increased prosperity of the country they might get higher rents, and there would probably be a demand for building ground. Believes that after a time traffic would so increase that there would be no necessity for the tax. Is of opinion that the whole community would receive a benefit from such a scheme; 7162–7178. 7198–7202. What addition it would be necessary to make to a certain resolution (handed to witness) before it would be carried at a public meeting in Dublin. Whole country has been benefited by construction of railways; benefits would be extended by a large reduction in the rates; 7179–7184. Discussion as to whether landowners whose land is held on long leases, owners of property held on perpetuity leases, and absentees, would receive a benefit equal in value to amount they would have to pay in income tax; 7185–7202. If Government once took up the railways, they could not go back to old system; would have to make new lines. Saving that would be effected in management. If a large reduction were made gain to the public would be a great deal more than the loss; 7203, 7204. If old lines did not pay with reduced rates, new lines would increase loss; 7204–7207. An extension of railways in a district already supplied might improve it even still more, and much more than amount of tax they would have to pay. Could not be extended without consent of Parliament. If Government did not think it would pay, they would not make line. No railway should be constructed with the intent of making it remunerative by imposing high rates, but inhabitants should wait until country sufficiently populated to make it remunerative. Parliament might take a case of this kind into their consideration; 7208–7216. Rates by Bianconi's cars. If Government were to take possession of all existing railways, it would be necessary for completion of scheme that all future ones should come into their hands. Parliament might either prevent new railways being made, or give authority to private speculators to make them upon condition that after a certain time they should be handed over to Government. Reads a letter from Mr. Goodbody, a large miller at Clara in the centre of Ireland, who states that if coal could be carried for ½*d.* per ton per mile, it would come into more general use and be a fruitful source of revenue. Many who get their living by making and saving turf and selling it in the towns would obtain employment in other ways; some might suffer. Objection made to the introduction of coal; same was made to introduction of machinery;

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7217–7228. Getting coal into interior of the country, and making it available for working machinery, would provide a much more profitable employment than cutting turf; number of population that used to cut turf diminishing. From Clara it is 80 miles to nearest port; does not know charge for coal by railway; Mr. Goodbody states it is 1*d.* a ton per mile. If there should be a large demand at the port, price would slightly increase; would soon equalize itself. A reduction of one-half upon this distance would make a difference in the price of coal to extent of 3*s.* 4*d.* per ton; reduction would be about 25 per cent. on present prices. It would probably bring coal into use in places in the neighbourhood of which turf is obtained. Facilities for unloading coal in port of Dublin defective; movement in Dublin to empty the ships by machinery will make the price uniform throughout the year. Is aware that in most parts of England the railway comes down to the landing place, and that coal is unshipped at about 2*d.* or 3*d.* a ton. In Dublin it costs 3*s.* 6*d.* An Act has been passed this session to lay down tramways along the quays; will make coal cheaper in Dublin, and people in interior will also get it; would be a great inducement to a poor man to use coal if he could get it for 2*s.* or 3*s.* a ton cheaper; 7229–7249. Discussion as to whether people at such places as Clara are not in a better position for obtaining coal than people in south of England; 7250–7254. If Government took railways, and average loss for first two or three years was a million per annum, but afterwards from increased traffic there was no loss at all, people of Ireland would not wish for a further reduction; 7255. Is not aware that rates for third-class passengers in India average ⅜ths of a penny per mile; 7256. Reads two letters, one complaining of railway charges for conveying cattle and sheep, and their result; and the other of railway arrangements in connexion with Wicklow Copper Mining Company. Hands in a letter received from one of the directors of this company giving a full account of the different rates charged. Refers to district between Dublin and Bray and Kingstown, which shows that low fares encourage the people to go about. Scarcely fair to compare this district with others, it being a pleasure district; 7280, 7281.

Papers referred to by witness:—Statement as submitted by the Lord Mayor of Dublin to the Royal Commissioners on Railways, showing cause of complaints on Irish lines; *App.* AM. Comparative charges for through goods traffic between England and Ireland; *App.* AN.

BASS, MESSRS. & CO.

Replies of, and of other brewers of Burton-on-Trent, to the statements of Mr. Allport; *App.* DY.

BAVARIA:

Particulars of railway service between various towns in; *App.* DN.

BAXTER, MR. R. DUDLEY:

Letter from, on the system of amortization of railway capital in France and other continental countries; *App.* DJ.

BEDFORD:

Explanations in answer to complaints from Messrs. Howard of Bedford, contained in Appendix, as to station accommodation, want of correspondence in trains and consequent delay, &c.; *Cawkwell* 11,746–11,753; *Grierson* 11,801; *Eborall* 16,118, *et seq.*

BELFAST:

Traffic around, much larger than in agricultural districts, but railways not more prosperous than those in the south; dividends paid by some of them; were not very expensive lines; trade of Belfast greatly increasing; *Murland* 4814–4826. 4835. 4851. Great changes in and extension of the linen trade; *ib.* 4853–4855. New manufactories in or near Belfast; *ib.* 4922–4926. Ulster Company are destroying certain trade to Belfast by low rates, &c.; *Fearnley* 4966.

BELFAST AND BANGOR RAILWAY:

Capital for, chiefly advanced by an English contractor who constructed it; very expensive line, deep cuttings and high viaduct; land cost more than anticipated; the contractor will probably lose by it. Length, description of traffic, and other particulars; *Lanyon* 6254–6279.

BELFAST AND COUNTY DOWN RAILWAY:

Returns showing company's charges for various kinds of goods; *App.* BH.

Belfast and Northern Counties Railway:

The railway is connected with but two others, the Derry and Coleraine and the Carrickfergus and Larne, both of which company work; it would be a convenience if the lines at Belfast were connected; *Cotton* 7907–7915. The competition between Belfast and Londonderry has been of no real service to public, and has been injurious to companies; *ib.* 7918–7924. Uselessness of this line to Coleraine, owing to bad arrangements; *Galt* 8485.

Receipts from all sources from 1861 to 1865; *App.* BB. Returns showing company's charges for various kinds of goods; *App.* BH.

See also Cotton. Derry and Coleraine Railway.

Belgian Railways. *See* Foreign and Colonial Railways, 2.

Belgium:

Official collection of tariffs for the transport of goods, finances, equipages, horses, and cattle on the State railways of Belgium; *App.* AS. Particulars of railway service between various towns in; *App.* DN.

Bewlay, Mr. Thomas. (*Analysis of his Evidence.*)

Is a merchant in Dublin; 6901. Arrangements made by English companies for transmission of goods by Irish railways detrimental to mercantile interests of Dublin, and invariably made for interests of English lines, and not with regard to Irish traffic. Gives three illustrations showing difference in rates charged from Liverpool and from Glasgow to certain places *viâ* Dublin, and to same places from Dublin; reason why difference made. If Midland railway can afford to carry at low rates through Dublin, they ought to carry at lower rates from Dublin, and not charge more. Does not know freight from Liverpool to Westport. Must allow steamboats something to induce them to take the goods. Is rather a benefit to people at places where difference made. Would have Midland reduce rates, raising them would send traffic by sea; 6902–6918. Is not aware that in many cases Irish railway companies charge Great Western and London and North-western companies a local rate upon Irish portion of line; 6919. Mentions inequalities in the rates charged for manufactured and pig lead (the ores being obtained from Wicklow mountains) sent from Dublin to Belfast and from Dublin to Newry; 6920–6923. Important to commerce of Ireland that there should be a considerable reduction in rates. Reduction would not materially increase produce of ores. How and in what quantities ores are sent to Newry; 6924–6929. Should be a reduction in rates charged for coal into interior of the country. Turf has become a costly article of fuel. Would be a great boon to peasantry if coal could be carried for ½*d.* per ton per mile, and consumption would greatly increase. At what price obtained from Kingstown, and cost when brought to smelting works; might be delivered at any railway station into interior for about same rate. Means of unloading and placing on the railway should be much cheapened; for 50 or 60 miles would have same effect as reducing rates one-half. Has an agreement with Great Southern and Western Company to carry anthracite coal for 1*d.* per ton for any distance exceeding 30 miles. This coal is not used at smelting works, but principally for lime-burning. Price at pit's mouth, and at a distance of 30 or 40 miles. Distance of mine from railway, and cost of cartage. Not sufficient traffic to warrant a branch railway being made. Consumption not large, and if it were to go to any considerable distance would come into competition with Welsh anthracite coal, which is landed at all the ports from Waterford to Cork at about 7*s.* per ton. Is not suited for domestic purposes. Gives imports of coal into Dublin for 1850–1852 and 1860–1862. Is certain that a large portion of coal goes into the interior of the country. Is carried for 1*d.* per ton per mile. If rate were reduced to ½*d.* per ton, quantity carried would be enormously increased; 6930–6951. Has heard that present charges on merchandise repress and prevent traffic being carried on, comparing value or market price of goods, at one place and another. If a very large reduction took place, in a very short time increase of traffic would bring up income to an amount greater than at present. A reduction of 75 or 80 per cent. would be sufficient. Would like to see deficiency made up by Legislature guaranteeing something like present rates. Would prefer that deficiency should come out of general funds of United Kingdom, but would be willing to make a special tax for Ireland. If England and Scotland were taxed, would be ultimately benefited in a far greater proportion. Reason why experiment should be tried in Ireland. Gives number of first and second-class passengers carried by five daily trains on Great Southern and Western for the half year, and number of third-class passengers carried by three daily trains on same railway and for same period. If experiment tried as suggested and increase of traffic did not make up for reduction, there would be heavy pressure put upon State to continue low rates. Does not imagine such a contingency would arise; illustrates matter by mentioning number of passengers carried from Cork to Macroom by two opposition cars; gives fares, and states traffic remunerative. Cars very general over south and western parts of Ireland, and as far north as Sligo. Mr. Bianconi ran them until driven off the road by railways. Thinks railway not yet opened from Macroom; 6952–6972. High rates in some districts due to lines having been made in unremunerative districts. Roman Catholic places of worship erected at Dublin and elsewhere by the pennies of the poor and not from legacies or donations; furnishes an analogy to what might be expected on railways were rates low enough to enable the poor to use them; 6973, 6974. May be some who travel third class in Ireland who in England would travel second, but thinks generally people like to associate with their own class; 6975. Reason for reducing first-class fares. Very little pleasure traffic in Ireland. Companies occasionally run excursion trains; should have them every day in the year; 6976–6978. Gives an instance of persons travelling by omnibus and by steamer in consequence of railway being dearer; 6979–6981. Knows instances of cattle being driven along the road, and mentions case of a gentleman driving 65 miles in consequence of the high rates; 6982–6986. Relates a curious circumstance showing disadvantage under which peasantry in Killybegs labour from not being able to bring produce to market; would be a great advantage to have cheap lines of railway carried to such places. Would impress upon Commission that there should be a very large reduction, believing that the greater the reduction the greater will be the success; illustrates this by the penny newspaper and postage stamp, and from the 6,000,000*l.* derived from tobacco, being principally consumed by the lower classes, comparatively little being derived from cigars; wishes to show that income is derivable from the million, and that they are the true source of income. Would not give an opinion as to whether, if tobacco duty were reduced one half, revenue would be the same; 6987–6991.

Bianconi's Cars:

Plan of competition against himself adopted by Mr. Bianconi to make his cars pay; *Forbes* 1685, 1686. Liberal arrangement of, to assist in speedy transit of fish to nearest railway; *Brady* 3308. Do not run in competition with railways about Limerick; there are some in the neighbourhood of Bruff; *Malcolmson* 3562–3564. Railways have driven off; *Bewlay* 6970. Fares by; *Barrington* 7217.

Bidder, Mr. George Parker. (*Analysis of his Evidence.*)

Is a civil engineer and director of the Great Eastern Railway; 4213, 4214. Has been often consulted by railway companies both upon financial and engineering questions. Has paid attention to position of Irish railways generally; 4215, 4216. Whole of railways in Ireland should be amalgamated and placed under one management; 4217, 4218. Suggests a scheme of which the first step would be to obtain an Act of Parliament authorizing Government to buy up all the railways; management of them should then be placed in the hands of a limited company, by having a contract let to them, subject to conditions that there should be facilities given to the public, and low rates for coal, cattle, dairy produce, &c. Explains particularly the scheme; states rates that should be charged, and how the three descriptions of stock should be dealt with. Long discussion thereupon; 4219–4231. 4246–4254. 4259–4271. 4280–4282. 4322–4328. 4356, 4357. 4367–4372. 4393–4400. 4404–4439. 4450, 4451. 4462, 4463. Reduction of rates will stimulate industry of any country; 4232. Thinks there would be a large passenger traffic in Ireland; one train a day at ½*d.* per mile would pay this company. It is only by applying a low rate continuously that extent of traffic can be ascertained; 4233, 4234. A large amount of traffic can be carried in a purely agricultural district; cites the Great Eastern; 4235. If rates for coal in Ireland were same as by the Great Eastern there

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would be a great increase in traffic; the coal owners finding the waggons, the terminal charge being 5*d.* The rate from Peterborough, 100 miles, is 108 farthings. If Irish cottagers could get coal they would use it. Consumption both for manufacturing and domestic purposes would increase. Thinks it could be delivered at stations in central parts of Ireland for ⅜*d.* and 5*d.* for terminals; price at Dublin quays. Unless under 20*s.* the Irish poor would not use it; 4236–4245. 4364–4366. 4440, 4441. Is of opinion that Government would receive offers from proposed company, as undertaking would be profitable. Terms of lease might be considered every 10 or 14 years, and readjusted upon net revenue of railway at that period; how to meet objection that by such plan it would not be for the interests of the lessees to stimulate traffic beyond a certain point; 4255–4274. How extensions of railways in Ireland should be dealt with under scheme. Discussion thereupon; 4256–4258. 4319. 4358–4362. If Government bought the railways they would have to pay more than market value; 4272–4274. There might be loss for a year or two if scheme carried out; but saving in management, greater economy in working, better use of rolling stock, and stimulus given to traffic by reduction of rates, would ultimately relieve the State from loss; 4275–4277. 4293, 4294. Has no doubt that the terms offered to State would cover interest of debt; 4278, 4279. Reasons why his scheme preferable to plan either of allowing existing companies to borrow money upon the security of the State at a reduced rate of interest to pay off their debentures, or having compulsory amalgamation between leading companies. If companies were divided into two systems, it would be an improvement upon present system; 4283, 4284. Would object to laying any charge upon the State in order to benefit Ireland. State can confer a benefit upon companies by borrowing at a low rate of interest and accommodating them with capital so obtained. If Government had supplied debentures at 4½ per cent. they could have raised the money for 3½, thereby making considerable profit; 4285–4291. The answer that the contract has been made for a certain number of years would relieve the Government from any pressure put upon them to get new companies to work at unremunerative prices; 4292. All the large English companies have consolidated themselves into great systems without State interference, but many years must elapse before the same rule would work in Ireland; thinks State might step in and hasten operations; 4295–4299. Advantage of concentrating all the railway companies into one would be felt in England as well as in Ireland. Does not think amalgamation in England yet complete; 4300, 4301. In some respects everything said as to Irish railways is applicable to English. Great convenience to several English railway companies if Government would take the debentures; 4202. Scheme applicable only to Ireland. In England could only deal with preference capital and not interfere with management; 4303–4305. Irish railways in same condition as English when Manchester and Liverpool and London and Birmingham were separate lines. Market value of shares would be likely to rise if there were an expectation of scheme being adopted. Value should be taken at announcement of scheme; 4308–4310. If railway traffic increased between first proposal of scheme and adoption, dissatisfaction would be felt by shareholders, but any terms would be an advance of present value; 4311. Any company prepared with requisite capital and security should be allowed to compete for lease of Irish railways. The most eligible terms should be accepted. It might be necessary to appoint a board to receive and judge of tenders. Should not be an Irish board, though Irishmen might be members; 4312–4317. If scheme carried out there would be many dissatisfied, having lost their influence; 4318. Thinks that localities not now served by railways would have no difficulty in getting power to make them, provided they had a legitimate *locus standi*; 4320, 4321. Mineral traffic in Ireland ought to be quadrupled; if rates were reduced one-half the traffic should be doubled; wherever low rates are introduced a fresh source of traffic springs up; 4330–4332. Whether traffic be at low or high rates it is made up by quantity, and comes to this, that the normal earnings of a railway are 5*s.* a train mile, and normal expenses 2*s.* 6*d.*; 4330–4333. If coal were carried for ⅜*d.* instead of for ¾*d.* as at present, it would not require three times existing traffic to make up for reduction, as goods trains would then be filled; 4334. Increase on English railways and also on continental lines mainly due to their long leads; would be modified when lead only 60 miles, though partly met by terminal charge being the same for 50 as for 60 miles; 4335, 4336. How demurrage upon a waggon is regulated; by consolidating systems it is got rid of; 4337, 4338. Cannot have so long a through rate between any two points of a country which is narrow. When lead is short reduction in charge for conveyance of certain articles depends upon reduction of rate; in coal, if rates were reduced from 1*d.* to ⅝*d.* in a lead of 50 miles, the saving would be 2*s.* 6*d.* per ton; 4339–4341. If passenger fares were reduced to ¼*d.* a mile the requisite increase would be obtained from more people travelling, and by trains taking goods from station to station on their way; 4342, 4343. Working expenses of Irish railways as compared with Great Eastern are nearly the same per-centage; the former gets an advantage in wages, and from not having to pay Government duty. Chief difference in miscellaneous charges. Charge for permanent way in Ireland not yet up to its full amount; 4344, 4345. 4374–4377. Not acquainted with Great Western amalgamation basis; previously there was as great a division of railway interests in Wales as in Ireland; basis upon which they are being combined; 4346–4352. Difficulty in dealing with amalgamation of railways in Ireland upon same basis; 4353. Amalgamation in England has greatly tended to a gradual reduction of the rates; 4355. Explains the case of the London and North-western Company, giving rates for coal that would not admit of witness sending them to London; 4363. A large saving would be effected by consolidation of Irish railways; 4373. Thinks rolling stock of Irish railways sufficient; 4378. Discussion as to expediency of carrying coal at ⅜*d.* per ton per mile. Gives gradients on certain lines; 4379–4390. It is possible that a company might be found to buy up whole of railways in Ireland, but thinks scheme suggested would be preferable. Companies could not borrow on such easy terms as Government; 4401–4413. In order to develop traffic unequal mileage rates must be adopted; 4442, 4443. States amount set apart for permanent way, engine power, and carriages and waggons, and gives duration of rails and sleepers; 4444–4449. Under proposed plan there would be an inducement to increase traffic. No company would lease railways unless they expected a greatly increased traffic; 4452, 4453. Irish gauge would be no obstacle to working witness's proposal; 4454–4458. The London and North-western and Great Western Companies might be represented in leasing companies. English companies would not get possession of Irish railways to work them to the detriment of all other companies without the sanction of Parliament. They would view it as a mercantile speculation; 4459–4461. Thinks through traffic would be better developed if lease were in the hands of London and North-western Company than in the hands of a mercantile company; 4464, 4465. Cannot state saving in management since Great Eastern amalgamated; 4466, 4467. Reasons why railways should not be in the hands of parties connected with the district; 4469. Local traffic of Great Eastern has been much developed since amalgamation; 4470–4472.

Further examination.

As Government purchase must end more or less in management it would not be advantageous to public companies; 16,586. Recommended at his previous examination the purchase of railways by Government and working them by a commercial company; 16,587, 16,588. As to expediency of any aid by Government to railway companies, by means of guaranteeing their fixed liabilities, witness assumes that the aggregate Government would take would be their preference charges; if taken they need not raise a shilling for this purpose, but should convert them at once into terminable annuities, so that in about 44 years they would be in possession of the income of the railways, so far as regards those particular charges. Should compel present holders to take 4½ per cent. Knows no reason why people should not turn their stock into terminable annuities; effect of alteration would rather raise the price of consols. A mistake made by Government in dealing with the annual surplus. When annuities terminated, Government could give up the 4½ per cent. upon companies reducing rates *pro rata*. Should take care that monetary value given to holders of the securities was more than the present market price. Railway companies pay on the average more than 4½ per cent. interest; first class railways have been raising money at 5 per cent.; cannot tell variation; some have borrowed at 3½ per cent. Very little preference stock under 5 per cent.; bulk of it irredeemable; would treat it all as irredeemable. If companies could borrow at 4½ per cent. they would not be benefited by having Government aid.

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Government might render it 3½ per cent. perpetual, the one per cent. profit either given to the companies or used for state purposes. Why there would be no inconvenience from railways passing into the hands of Government; 16,589–16,593. 16,629–16,650. 16,653–16,663. Debenture debt bears a fixed proportion to total capital. Amount of debentures allowed to be issued should be according to value of railway, and not in respect of its cost; cannot decide value when railway constructed; would limit the debentures up to period of opening. Thinks Great Northern paying 7 or 8 per cent. should be authorized to issue more than Great Eastern, which is only paying 1½ or 2 per cent. An average should be taken of the resources of a railway in fixing amount of debentures. The idea that debentures are a first charge on railways is a delusion; 16,594–16,598. Lloyd's bonds only take precedence of debentures which are subsequent to date at which they become due; 16,599. Mode of proceeding much more summary in cases of simple contract debt than in cases of debenture. Would allow companies to borrow as much as they please, but all their proceedings should be published half-yearly. Reason why there would be no difficulty in assimilating proceedings of companies having already obtained Acts and those who have not. How Standing Order 157 and clause 2 of Companies Clauses Act is evaded in the application of the revenue of a new line being purchased by an old company; 16,600–16,612. 16,617–16,619. If railway a useful work, owners of the land favourable, and no overriding grievance, companies should be left to raise money in the best way they can, care being taken that public are not deceived; 16,613–16,615. If Government were to guarantee the debentures, their charge would come in first; 16,616. All guarantees should be taken by Government; would be no risk to State and a great advantage to railways and to holders of stock. Amount of guarantee might be at least 7,000,000*l.* a year. Those companies receiving the most relief should be compelled to give some equivalent to the public; same view entertained by the late Robert Stephenson; way in which this might be done; 16,620–16,627. 16,651, 16,652. Why Government aid should be given to railway companies and not to other commercial undertakings; are some on similar footing which might receive assistance; 16,628. How Government should deal with those railways desiring to borrow, under the general guarantee, additional money for new works; 16,664. Does not know of any railway not able to pay their guaranteed preference stock; are such cases in Ireland. Some railways are managed by persons having no real interest in improving their condition. Caledonian railway an analogy; 16,665–16,670. Reason inequality of mileage rates essential. Suggests that companies should fix a certain profit on articles to be carried, and then only charge for actual cost of conveyance; 16,671–16,682. No complaint in witness's district as to inequality of rates. Why company charged coal importers at Ipswich a higher rate per ton than they charged the Peterborough people; explains how it paid company better to carry coal 60 miles for ½*d.* per ton per mile than 10 miles for 1*d.* per ton. Rates charged by Great Eastern for conveyance of cattle from Tonning to London; 16,683–16,695. Right principle for companies to receive all the traffic they can if it leaves any margin of profit; 16,696–16,699. Would be a great importance to companies as well as to holders of stock if whole of preference capital could be consolidated. Difficulty in bringing such an arrangement into operation; 16,700–16,710. Companies should be allowed to raise new capital in such a manner as they think proper, provided that whole of their liabilities were published. Would make it a misdemeanor to publish an incorrect statement. Would not recommend mode adopted in America. To what companies the system might be extended. Companies cannot now borrow without coming to Parliament; 16,711–16,730. 16,733–16,738. How those companies should be dealt with that have already borrowed a large capital, if all restrictions as to borrowing were removed; 16,731, 16,732. Should be no extension of a line within a so called company's district unless it were a *bonâ fide* affair, and landholders interested themselves in some substantial way; would not make them find the capital. Course that might be taken to ensure these lines being *bonâ fide*; 16,739–16,743. 16,745, 16,746. On the whole does not think speculative lines objectionable; some of the best lines so got up; 16,744. Would not limit great companies from making extensive new lines. Great companies dislike competition except where they inflict it themselves; would not attempt to prevent this aggression. In what way witness considers railways have

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paid the public 15 per cent. on the outlay; 16,747–16,751. 16,753. Does not recommend a Government guarantee on the cost of a railway, but only to an extent of a portion of existing liabilities. In the case of a new railway, Government could only take part of its obligations when railway formed; 16,752. Believes that on the whole competing lines are beneficial; instances competition existing between London and Manchester. Could give an instance of what witness considers illegitimate competition; 16,754–16,758. Result of competition has been generally to lower fares; is otherwise beneficial. Great Eastern lowered their fares to Great Northern rates; are higher on Ipswich route than on some other great railways; charge rather more to Cambridge by Great Eastern than by Great Northern; 16,759–16,762. Amalgamations have been a benefit to railways and to the particular districts. Thinks expression of this Commission would tend to increase amalgamations. Would be a great advantage to public as well as to the companies if London, Chatham, and Dover, South-eastern, Brighton, and South-western were amalgamated, but Legislature should take care that all railway progress was not stopped in their districts; if amalgamated, would not cause rates for continental traffic to be raised. Companies sometimes cause injury to districts by making agreements with each other; 16,763–16,768. 16,773–16,780. As to amalgamation, does not see any distinction between parallel lines and others. Questionable whether it would be expedient to amalgamate two large systems like North-western and Great Western; the former nearly as large as can be worked conveniently; 16,769–16,771. Would be desirable, but doubts whether it would be practicable to amalgamate the whole of the English railways; 16,772. With reference to the amalgamation of Irish railways, witness thinks it would be advantageous to public and shareholders if, after ascertaining actual value of shares, the existing shares were all cancelled and new stock created, giving as many shares to each individual as should equal real value of his property. If suggestion carried out and advance of money made by Government to discharge floating debts there should be a stipulation that rates and fares should be reduced. Would rather that there should be a consolidation of stock, and existing companies entirely annihilated, except so far as being in the receipt of a certain income. How floating debts might be dealt with. Would be better to abolish all the present board of directors, and create a new board composed of experienced men. If proper gentlemen selected whole of railways could be managed by a board sitting in Dublin; 16,782–16,788. Must put the proper value on the stock; if valueless, nothing should be given for it; 16,789, 16,790. Is not acquainted with discussion now going on in Ireland respecting the purchase of railways by the State; 16,791, 16,792. Would be desirable to work both English and Irish railways by a limited liability company; if so, how rolling stock and permanent way could be kept up. Hands in a contract showing provision made in the case of North Staffordshire. Subject to some general supervision, companies might have the power of subletting to themselves; has seen no indisposition on the part of companies against such an arrangement; are hardly ripe for it. How objection that it would not be to their interest towards termination of their lease to cultivate traffic might be overcome; 16,793–16,806. Within certain limits, is of opinion that reduction of rates would be remunerative to companies. Importance of reducing rates on heavy articles. Wants a cheaper class for workmen and their families. In some cases reduction might be advantageously made in first-class fares. Limited company would be inclined to make the experiment of reducing fares more rapidly than the present companies. Does not know whether those companies in few hands are more liberal than large companies. Should be left to themselves whether shareholders in a limited company should part with their shares; 16,807–16,815. Within certain limitations, running powers should be universal; benefit that would result therefrom; how rates might be fixed and arrangements limited. A company having running powers can deliver and take traffic to any station on the line, but not take up local traffic; 16,816–16,823. 16,827–16,832. Has not experienced any unwillingness on the part of any company to book through; is much more frequent now; 16,824–16,826. Should be a board of appeal to decide questions between different companies; how it should be constituted; its power. Why decision of the judge should be subject to appeal; 16,833–16,844. No difficulty now in companies appointing arbitrators, and abiding by their decisions; 16,845–16,847. Should be general running power to secure the

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forwarding of traffic between neighbouring railways; 16,848–16,850. Nothing can be worse than present law as to rating. General amount of rating of railways cannot be less than half or three-quarters of a million. Heavy expense to railways resisting parochial assessment. Payments made should go to the State and not to the parish. How value of railways for rating purposes ascertained. Land taken for railway should be valued as agricultural land if in an agricultural parish or as building land if in a town, and rate made accordingly; 16,851–16,858. Does not know whether canals are rated; docks are, but does not know how rates fixed; 16,859–16,861. Present system of compensation for injuries to passengers unjust upon railway companies. Neither inquiry by jury or by Board of Trade satisfactory. Suggests that every one travelling should be charged an insurance rate, which should not be more than half the risk incurred; difference between payment received and sum awarded or given should be borne by the railways jointly; advantages of such a scheme. Fixed amount should be 300*l.* for first class, 200*l.* for second, and 100*l.* for third. If a man valued himself at 50,000*l.* or upwards, should pay an additional sum; 16,862–16,866. 16,869, 16,870. Cases of injury 20 or 30 times as numerous as cases of death; accidents resulting in serious compensation not numerous. Sum awarded to a man injured on Harwich line; 16,867, 16,868. Companies should be compelled to insure at all railway stations; would entail a little additional trouble in issuing an insurance ticket; if person killed, ticket might be lost. Passengers should have option either to insure for separate journeys or for life; 16,871–16,876.

Further examination.

Substitutes in place of answer to question 16,848 "that "running powers should be generally granted" the answer "that companies should have power to forward "all goods over neighbouring lines or portions thereof, "allowing same rate as they are charging; and if com- "pany receiving traffic disapproves of such rate, there "should be an appeal to arbitration, and any increase "allowed should apply to the past as well as to the "future;" explains operation of such a plan, and why it would not involve frequent reference to arbitration. Would be impossible to construct a tariff of charges to meet all cases. If traffic only likely to last a short time manager would have to consider this in making the contract; 16,961–16,968. 16,975. 16,977–16,983. Fish and other perishable articles often damaged and miss the market from difficulty experienced in forwarding on. Companies have occasionally to make compensation for loss arising from delay. Proper notice should be given to companies in order that arrangements might be made to forward trains. Traders should be able to know at once the rates for traffic to enable them to make contracts; 16,969–16,974. 16,976. Has no recommendation to make respecting general passenger traffic or any alteration as to rates for perishable articles. Arrangements should be made, if possible, that coals, iron, stones, bricks, manure, and some articles of agricultural produce should be conveyed at rates which are quite exceptional to anything at present existing. Idea of Mr. G. Stephenson to construct a line from Derbyshire coalfield to London, expressly for mineral traffic, was abandoned; has since been taken up by Mr. Hawkshaw. How such a railway should be constructed. Two bills introduced by Great Eastern in 1863 and 1864 for this purpose were defeated. Is certain that such a railway would be successful; would be a great relief to manufacturers and consumers of coal, and advantageous to public. Thinks such a line could carry coal at ¼*d.* per ton per mile with profit; would be a charge of 9*d.* per ton for use of waggons, and 5*d.* for terminals. Might run one passenger train a day for labourers and artizans at ¼*d.* per mile. Cost of construction should not exceed 1,000*l.* per mile; course of mineral railway, and length; speed should not exceed 15 miles per hour. Such a line would save cost and damage to trucks from shunting; cost from this cause very great at Rugby. Would only have coaling and watering stations; 16,984–16,997, 17,006–17,010, 17,031, 17,069. From Darlington total rate would be about 6*s.* 2*d.* per ton, or about the same as sea colliers charge; coal conveyed by railway worth more than by sea; 16,998, 16,704, 16,705. New company would not have any difficulty as to station accommodation in London. Railway would have the means of disseminating coal throughout a very large district now shut out from a supply. Doubts whether it would interfere with coal that comes by Great Northern, North-western, or Great Western lines. Cost of new stations would be covered

BIDDER, MR. GEORGE PARKER—*cont.*

by the 5*d.* terminal. Railway would limit itself as to coal. About a million and a half of tons of coal consumed among poor population inhabiting eastern parts of London, which railway would supply; could also supply the intermediate country districts; 16,999–17,003. 17,018. 500 tons of coal a full train load. Quantity taken by Great Northern and North-western, and between Dunkirk and Paris. A tender is used as well as an engine where there are gradients. Gives gradients on suggested coal railway; hands in a plan showing comparative gradients from Doncaster to Peterborough and then to London. Has not considered whether construction of mineral lines generally would be advisable; line suggested would have been unaggressive; 17,011–17,017. Advantages of getting bricks and stones to London at ¼*d.* per mile. Trucks might take back manure and timber; need not cause their delay; would be branches into brickfields and quarries. Neither Great Northern nor Great Eastern carry bricks; 17,019–17,021, 17,023–17,030. 17,067. Line proposed would have been single; 17,022. Cost of working railway traffic; gives the various items; doubts whether all companies adopt same mode of classifying their items of expense; why charge heavy at present time. Duration of rails and sleepers. Thinks maintenance of way will not increase; economy to keep way in good order. Ordinary mineral trains run up to 40 miles an hour. Cost of maintaining way in a great measure due to heavy mineral trains and engines; 17,032–17,062. 17,068. 17,070. 17,139–17,143. Train of 400 tons at ¼*d.* per ton would produce about average earnings on Midland; if return traffic obtained cost would be reduced; 17,063–17,066. Could arrange a plan upon which all Board of Trade returns should be furnished; is an uncertainty about them now. Is no reason why they should not be all uniform; thinks companies would object to make them; 17,071–17,078. How cost of station work and shunting is arrived at; 17,079, 17,080. Could calculate pretty accurately and separate cost of passenger and goods traffic. Why expense of roads, stations, and bridges should be separately set out; 17,081–17,084. No prospect of any general reduction in cost of working railways. Advantages and economy of using steel rails. Price of labour on railways increasing; 17,085–17,089. Reason why number of accidents will not be lessened. General use of the telegraph considerably increases safety of travellers. Present amount of traffic could scarcely be worked without it; first used on Blackwall line. Doubts whether number of accidents has decreased in proportion to amount of travelling. Averse to any legislative enactment as to safety of passengers. Does not know of any arising from imperfect maintenance of way. Having four lines of rail would diminish number, but would rather have two separate lines of railway. North-western have a third line down to Bletchley; is a great relief to their mineral traffic; 17,090–17,105. Should have at head station the rates tabulated for reference, and at local stations rates applicable only to traffic of district. Terminal charge should be distinguished from mileage rate; companies would not object to publish terminal at each station; they would merely give clearing-house rate; in some cases they would not be able to show that this was reasonable. Reason why witness fears whether his recommendation that station to station rate should merely be actual cost, and th at everything else should be included under the term terminal charge, could be carried out; 17,106–17,116, 17,121–17,126. Believes scale of terminal charge adopted by clearing house is very fair as between companies, but is not aware how far it represents actual cost and interest of capital involved at stations. Considers railways are doing their work at a fair rate; if so, does not matter to public how rate made up. Motive public have in wishing to know company's charge for terminals; 17,117–17,120. Average charge of locomotion for all trains according to Board of Trade returns is 8½*d.* per train mile; does not include interest on capital. Average for passenger trains would be rather less if separated. Cost of locomotion for a short train greater than for a long one. Cannot state cost of locomotion for an engine alone, or cost of wear and tear of the carriage itself; a reference to contract made with North Staffordshire might supply this information; 17,127–17,138. In what way a company limited as to number of its proprietors would be likely to reduce cost of working. Mentions a plan proposed by witness to Great Eastern board with a view of getting work well done, and reducing peculation; scheme shelved; why such a plan not adopted by present companies; 17,144–17,153. In present state of the law thinks companies cannot let a line to a small number of individuals; was done in the case of the

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South Staffordshire; if an Act passed for this purpose companies would avail themselves of it; 17,154–17,159. Disposition of Parliament this year is rather to prevent companies which are got up without any capital obtaining Acts of Parliament; is one Committee in the House of Commons called "The Slaying Committee," which has slain every bill got up for speculation purposes, without having a *bonâ fide* capital, as also those interposing another liability before the existing debentures. Is not altogether unfavourable to speculative lines. No interference with present system of legislation as to new schemes would very much improve matters. Railways *bonâ fide* got up and supported by landholders ought to be supported. Large companies would also encourage these lines, unless they opened out a district to a rival company; 17,160–17,167. If whole conditions known upon which contractors undertook construction of railway, the public should be allowed to furnish rest of money if they thought proper; 17,168–17,170. Cannot say what line would cost per mile if land obtained at its agricultural value, and all unnecessary expense avoided; permanent way will cost 2,500*l.* for a single line, provided there are no bridges or cuttings; estimate for a double line including stations is about 5,000*l.* per mile. Companies pay now about four times the agricultural value of the land. Cheapest line between Wimbledon and Croydon; mentions a case that happened in connexion with the purchase of the land for this railway; 17,171–17,178.

Paper referred to by witness:—Copy of contract for working the North Staffordshire Railway; *App.* CL.

BIRKENHEAD:

Answer of Great Western Company to complaints (contained in Appendix) as to warehousing at; *Grierson* 11,928. Statement from superintendent of docks at, as to practice of railway companies giving warehouse room free of rent; *App.* T.

BIRMINGHAM:

Unfairness of railway charges at; *Wright* 626–631. Competition at, prevented by combination; *ib.* 653–656. Explanation in answer to this on the part of the North-western Company; *Cawkwell* 11,762. Explanation in answer on the part of the Great Western Company, with table in support of explanation; *Grierson* 11,941–11,954. For the carriage of goods between Birmingham and London there are three railways, and one canal, and between Birmingham and Liverpool two railways and two canals; *ib.* 11,955. Answer in justification of system pursued by Midland Railway, and statement that in much of his evidence Mr. Wright is altogether mistaken; *Allport* 12,390. *et seq.* Witness knows of no town which has improved under the railway system more than Birmingham. The population returns and the trade will show that it has increased probably more than any town in the kingdom; *ib.* 12,412. Memorial from corn merchants at; *App.* E.

BLACKBURN, MR. JAMES. (*Analysis of his Evidence.*)

Is president of the Rochdale Merchants' and Tradesmen's Association; 1288. Complains of the want of accommodation, and states that there are not so many trains to Rochdale as to other places of much less importance, and that higher rates are charged from Rochdale than from several other places of less distance; gives illustrations. Their ordinary fares are above what the Act of Parliament allows; 1289–1330. The railway has bought the interest in the canal, so that all the goods traffic is in their own hands, and they can charge what rates they think proper; 1331, 1332. States that on Sunday there is no train from Manchester to Rochdale between 10 o'clock in the morning and 5 o'clock in the evening, whilst to Oldham there are three or four in that time; 1333–1344.

See also SMITHELLS.

BOARD OF TRADE:

Letter from, as to the power of Parliament to revise railway rates and tolls; *App.* BM. Statement from, on railway charges for conveying rockets for saving life from shipwreck; *App.* CO. Letter from, on the subject of terminal charges, 25 May 1866; *App.* CR. Letter from Mr. R. Dudley Baxter on the system of amortization of railway capital in France and other continental countries; *App.* DJ.

See also APPEAL, COURT OF. GOVERNMENT ASSISTANCE, &c.

BOARD OF TRADE RETURNS:

No reason why returns to Board of Trade should not be uniform; companies would perhaps object, but it would make them very useful. Present returns are reliable, if data upon which founded be clearly understood; *Bidder* 17,071–17,080. Passenger and goods traffic, and expenses of maintenance, might be accurately distinguished; *ib.* 17,081–17,083. Desirable that expenses of companies should be shown in greater detail; *ib.* 17,084.

BOILEAU, MR. JOHN GEORGE. (*Analysis of his Evidence.*)

Is a wheat merchant of Dublin; 6802. Has for a considerable time directed his attention to system pursued upon Irish railways. Is of opinion that the proper development of the commerce of the country can only be effected by cheap rates both for passengers and goods. Trade in white paint seriously inconvenienced by Great Southern and Western line charging 20*s.* per ton, whereas it can be brought by steamer from Liverpool and Bristol for 10*s.* Present through-rate system organized by London and North-western line, and co-operated with by Irish railways, has proved most detrimental to traders of Dublin; gives an instance. A person leaving Dublin for Belfast will have to travel over three or four different lines whose interest should be identical, but whose operations are antagonistic, and consequently traffic in every way suffers. States that the express train from Dublin arrives in Belfast just one hour too late to catch steamer which sails each evening for Scotland. This accounts for letters taking nearly two days to go from Dublin to Scotland. How delay may be obviated. Dublin trader suffers from carriage to such towns as Armagh, Enniskillen, &c., being so high that the shopkeepers there cannot come to Dublin, but are confined to Belfast. Great complaints of the high rates charged by Midland Great Western Company. Dublin merchants in sending goods to west of Ireland very frequently ship them by steamer to Liverpool, and thence by steamer to Sligo and Westport, and save considerably by so doing. Dublin and Kingstown Railway have reduced fares, owing to opposition caused by river steamers and by omnibus. Frequent changing of time-table on the Dublin and Wicklow line has been loudly complained of. Has frequently to make a reduction off the carriage paid, or correspondent would transfer his dealings elsewhere. If traders could get their goods as cheap from Dublin as from English outports, much of their business would be sent to Dublin. In consequence of expensive mode of conducting railways, directors cannot venture such experiment as reduction of rates. Has prepared tabular statement, showing charges on articles in large daily consumption. Gives evidence obtained from firm of Alexanders and Co., wholesale druggists, who complain of the high rates charged for goods and small parcels. Inconvenient arrangements made by Midland Great Western line for goods traffic; quotes rates paid for parcels; 6803–6805. If Midland line reduced fares from Dublin to Galway (126 miles) one-third, poor people who now walk would be induced to use the railway. Thinks such reduction would pay the company; 6806–6811. 6816. This railway company have made a special rate for harvest men; but they only did so when they were compelled; 6812–6815.

BOLTON AND LEIGH RAILWAY COMPANY. *See* CLARK, MR. C.

BONDS:

Statement of mortgage debentures, bonds, and other loans of Irish railways from the commencement, showing amounts, rates of interest, dates at which to be repaid, &c.; *App.* AW.

See also GOVERNMENT ASSISTANCE.

BORROWING POWERS:

Necessary and easy to keep companies right with their borrowing powers; *Sherriff* 16,324.

Argument to show that amount of debentures which railways should be authorized to issue should be in respect of the value and not of the cost; the one being a security, whereas the other is no security at all, though up to period of opening of line, issue should be limited; *Bidder* 16,595, 16,596. Debentures are not, as is commonly supposed, the first charge on railways. Instance given, showing that contract debts come in in priority before them. Public is deluded on this subject, under sanction of Legislature. Lloyd's bonds for work done, take precedence over all debentures of subsequent date; *ib.* 16,597, 16,598. Parliament should take care that public is not deceived by taking up railway securities

Borrowing Powers—*cont.*

without the fullest information. The most complete publicity of expenditure and liabilities should be compulsory upon companies, and public should then be left to advance money to them to what extent, and upon such terms, as they think fit; *ib.* 16,599–16,603. 17,168, 17,169. There would be no difficulty in assimilating proceedings of companies having Acts with those which have not; Parliament would see that existing contracts were fulfilled before they were cancelled. Manner in which clause 2 of Companies Clauses Act is evaded, expenses of working line getting a priority over all existing liabilities without its being recognized; *ib.* 16,604, 16,605. Argument to show that working expenses must take priority; recent legislation on this subject; *ib.* 16,606–16,610. 16,617–16,619. Parliament should see that any proposed scheme is a really useful public work, and enforce the fullest publicity at frequent intervals of accounts, liabilities, &c., and then leave companies to raise whatever they require on the best terms they are able, and in what proportions of debenture, ordinary, and preference capital they think fit; *ib.* 16,610–16,615. If Government guaranteed debentures, theirs would be the first charge; *ib.* 16,616. Companies wishing to borrow should be allowed to do so in the way they think best, after putting forth a correct and particular statement of all possible liabilities; if publication of an incorrect statement were made a misdemeanor, witness believes it would prevent any attempt at concealment. Companies then would not need to go to Parliament for increase of capital, unless they required additional land. This would really abolish limit to borrowing powers, and enable companies to use their credit like other commercial bodies for raising money; they would, witness believes, obtain better terms than now. New advances must always be subject to previous charges; *ib.* 16,710–16,732. To what other companies same principle might be applied; *ib.* 16,735, 16,736.

Bourn Districts:

Comparative statement of grain rates from Bourn districts with Northampton, Norfolk, and other barley districts to Burton-on-Trent; *App.* BI.

Brady, Mr. Thomas F. (*Analysis of his Evidence.*)

Is secretary to Special Commission on Irish Fisheries, and late inspector of fisheries in Ireland; 3182, 3183. Is acquainted with state of all the Irish fisheries. Describes the best coasts for sea fisheries, and enumerates their products; 3184–3186. Since 1844 population employed in fisheries decreased; 3187, 3188. Extension of Irish railways has not led to any increase in produce of fisheries; facilities of transit are insufficient; 3189, 3190. Before extension of railways chief market for fish taken on west coast was in the interior, but now it is sent to Dublin, and from thence to all the principal towns in England. In seaport towns there is a falling off in the demand for fish. Supply in Dublin unequal to demand; 3191–3194. 3275. High rates tend to depress the trade. Better facilities for getting fish away since introduction of railways. States cause of decrease in the trade; 3195–3200. Jolters or hawkers buy the fish at the boats and send it to Dublin. Price of fish risen in consequence of great demand for English market; gives route by which it is sent, and price at the market, and also price paid by hawkers to fishermen. If greater facilities were afforded, fishermen could send their fish direct to factor in Dublin; 3201–3223. 3231, 3232. 3245, 3246. 3248–3257. Quotes rates for fish by certain railways. Midland Railway charge unequal rates in proportion to mileage. Complaints made of inequality, but there has been no alteration. Discussion as to how far a reduction of rates would affect the price of fish. Reasons why fishermen do not send their own fish to market, and thus do away with the middlemen's profit; 3224–3230. 3233–3244. 3247. 3263. 3266–3269. Great many middlemen make large profits. There are no markets where fish is caught, it is sold on the strand in bulk. In some cases there is competition; 3258–3262. Custom of this class of people to sell goods to agents; 3264, 3265. If the fish is spoilt on the journey, profit of middlemen considerably reduced; 3269–3271, 3310–3314. Railways have not benefited the fisheries to the extent contemplated; 3263. 3274. Except at Galway the fisheries on the west coast have not suffered from a trades-union system. A fishing company was established there, and was well supported by the fishermen, but it failed from mismanagement, and not from any obstructions by the people or the railway company; 3276–3282. 3284. Want of private enterprise is the root of much of the evil existing in Ireland; 3283. Railway company at Galway

Brady, Mr. Thomas F.—*cont.*

afford every facility; quantity of fish carried by that line in 1852, and where collected; 3285–3291. Reduction of rates would increase quantity sent from Sligo and Ballina, as it has to be carted 16 or 18 miles. Salmon sent from Ballina round north coast by smacks at much less expense than by railway; 3292–3296. 3298–3301. Interviews between Irish Fishery Commissioners and directors of Irish railways; 3297. 3330–3332. No uncertainty in the fishing trade. Galway train starts at 12 o'clock at night, and the boats are all in before that time. A similar train from Sligo or Castlebar would be of great advantage. In some places coarse fish are packed in ice. In such case a few hours' delay is not of much consequence; 3301–3305. Large take of fish at Kinsale last year. There is a good supply in Dublin Bay, but these are not affected by railway carriage. City of Dublin badly supplied with fish, as it is sent off to English market. Reads extracts from Reports of Commissioners, in which they state that moderate rates, especially for small parcels, and quick transit, would benefit the fish trade in certain districts, but that in 1855 the rates were increased from Cork and Dublin. Discussion upon this increase; 3305–3310. 3315–3329. Encouragement to fishermen on western coast, if a reduction were made in freight, and facilities of transit increased. The Great Southern and Western line make up a train when they have large packages of fish. Witness would have trucks attached to ordinary trains to carry the fish. There are no special trains for fish. It is a long time reaching the market, being generally sent by goods train at inconvenient hours. Fish caught at Castlebar on Monday does not get into Dublin market till Wednesday morning, there being no mail train; 3333–3343. General complaints made of want of accommodation on the Great Southern and Western line; 3344–3346. Insufficiency can hardly be attributed to fact, that being a poor country with limited traffic, companies cannot afford to run cheap trains. How requirements of Castlereagh district could be met. Reason why there is no night train from Castlebar to Castlereagh; 3350–3356. Difficulties in getting from place to place by trains not running in connexion with one another. This would be remedied if there were not so many opposing interests; 3357, 3358. Third-class accommodation very bad in Ireland. In consequence of the delay it costs a passenger in the end more to travel third-class to the Dublin markets than if he had gone first-class; 3359–3362.

Branch Railways. *See* Extension of Railway System.

Brentnall, Mr. Thomas P. (*Analysis of his Evidence.*)

Is a coal merchant at Nottingham; attends on behalf of the Association of Trade Societies there, which has agencies and correspondents in about 2,000 towns, both in the United Kingdom and abroad; 9818–9822. Is practically acquainted with the coal trade. Midland Company used to deliver to about 50 or 60 persons, (consisting of coal merchants and private dealers), but about six months ago they selected nine of the largest consumers or sellers of coal at Nottingham to whom they gave sidings; all the rest who were refused lost their business by the railway; reason company gave for this proceeding. Company issued a circular to the collieries instructing them to sell only to the nine; had no right to do so. Was a great deal of difficulty and confusion when so many were supplied at same wharf. Small dealers can get coals by having them in the name of one of the nine; have to pay about 3*d.* per ton for the accommodation; as this is more than the average profit upon slack, this trade is monopolized by the nine; 9823–9836. 9839, 9840. 9848–9850. 9863. 9882–9889. Company do not charge the nine rent for the siding, but expect them to take an office for which a rent is charged. Took away witness's siding without notice, and wanted to charge half a year's rent for the office; defended case in County Court of Nottingham, and gained a verdict; 9837, 9838. There is a railway communication direct to Nottingham collieries, and the canal to certain portions of colliery districts; 9841. Has a canal wharf at Nottingham, so has not been affected by the alteration as much as some others. Alteration has not raised price of coals more than 6*d.* per ton; inhabitants generally opposed to it; 9842–9844. 9851, 9852. 9855–9858. Thinks the nine make greater profits, as they are enabled to make better terms with the collieries; does not think any of them are connected with the railway; 9845–9847. Rates on Erewash Canal similar to railway; belongs to Great Northern; 9853, 9854. 9891, 9892. Explains phrase in

Brentnall, Mr. Thomas P.—*cont.*
Mr. Mellor's letter, wherein he states that company charge a demurrage upon waggons which cannot be approached. Believes legality of this charge has never been tested; one merchant made attempts to do so; knows the case where some coals were left upon the line, because merchant to whom they were sent was not one of the nine; 9859–9862. Legality of refusal to carry for the public has been tested in one case; is not aware whether decision was in favour of the company; Mr. Hutchinson tried to get some coals down the other way, to test the question through the Protection Society, but no one would send him any; reasons; 9863–9873. Most of the large collieries supply the nine; witness gets supplied by water; 9874. Great deal of dissatisfaction at first felt by colliery proprietors at change; now seem more satisfied. Has no doubt that some of them are connected with the railway; the selected nine are not; are merely coal merchants; 9874-9881. Would be a benefit if Great Northern or some other company had a branch into the coal fields; 9890. 9893–9895. Midland Railway should extend their accommodation to other dealers; 9896–9898.

Brewing Trade of Burton-upon-Trent. *See* Allport, Further examination, (3.) Cosgrove. Rates and Charges, &c., 2.

Bristol:
Memorial from Chamber of Commerce of, complaining of unfair and unequal rates on timber, rice, &c., particularly as compared with Newport; suggesting better arrangements with respect to passengers' luggage and obtaining tickets; reduction of fares; third-class carriages to all except express trains; smoking carriages; punctuality; communication between passengers and guard; periodical revision of rates by Board of Trade; *Low* 13,882. 13,932–13,946. To a certain extent Liverpool may have same complaint against Bristol that Bristol has against Newport; *ib.* 13,914–13,918. Complaint from carriage-makers of Bristol and Bath of rates on carriages to London; *ib.* 13,919–13,929.
Declared real value of total exports from port of, in 1863; *App.* B.

Brokers, &c.:
Memorial of, and others interested in the commerce of London, to the chairman and directors of railway companies connected with the Metropolis; *App.* CQ.

Brown, Mr. John Nurthall. (*Analysis of his Evidence.*)
Is general manager of Cannock Chase Colliery Company and Lintz colliery, and director of Gloucester Waggon Company, Patent Shaft and Axletree Company, &c. Was formerly general manager of South Staffordshire railway; 11,070, 11,071. Has had 30 years' experience in canal and railway traffic. States capabilities of collieries, and number of tons sent weekly by railway. Colliery on South Staffordshire branch of London and North-western railway; 11,072–11,076. In consequence of the delays that take place in sending and returning waggons, coal traffic is not worked satisfactorily. Has 800 waggons, and 200 or 300 private ones in addition. Estimates loss by demurrage at 3,000*l.* per annum, besides loss of traffic and damage to colliery; 11,077–11,083. Is compelled to have more waggons than would otherwise be necessary to work traffic. Thinks it takes about 50 per cent. more to work a given quantity of traffic than formerly. If whole stock of country belonged to clearing house, traffic could be worked with one-half of present quantity, but doubts whether railway companies and collieries would get a fair share of them; question discussed. Companies put coal and mineral traffic on one side for goods and other traffic subject to demurrage. Reason why witness considers that want of locomotive power and station accommodation is the great cause of detention; 11,084–11,094. 11,165–11,182. Thinks companies do not give any preference to their own waggons over those of another company, but give a preference over those of private owners, even when they are carrying same sort of traffic. If companies do not work their trucks through within a certain time they are liable to demurrage, but in case of private waggons they charge demurrage to the owners. Gives several instances of delay that have taken place upon sending goods to Bishop's Waltham and Reading, and the course companies pursue when the waggons get damaged. Quotes clearing house regulations showing that railway companies would be compelled to repair waggons belonging to another company; 11,095–11,116. Could recover loss caused by collision from companies, but would incur

Brown, Mr. John Nurthall—*cont.*
their displeasure. Reads replies to several letters complaining of delays, and puts in a statement of the working of the waggons from August 1864 to August 1865, and will put in a table showing a month's working for each company with whom witness does business; 11,117–11,124. Thinks if clearing house regulations were made applicable to mineral waggons (whether number owned by traders be large or small) the present evils would not exist; discussion thereupon. Would necessitate clearing house keeping a great many separate accounts, and create a little more trouble to railway companies; would be prepared to pay for additional trouble given. Traders having a small quantity of traffic would not find it worth their while to find their own waggons; would probably increase those in hands of private traders; 11,125–11,142. 11,146–11,152. Mentions railways that find waggons for mineral traffic; 11,143–11,145. In the case of traders sending as small a number as five waggons for a distance of 150 miles, the companies return them at their convenience. Would be unnecessary to make companies send back specially so small a number, as they need never be left behind. Should be some check in order to know where waggons are; two sent away six months ago have never been found; 11,153–11,155. Railway company only finds waggons from colliery at Newcastle-on-Tyne; they could find all if they please. Companies should have the option of finding waggons, provided they charged a reasonable sum for their use. Quotes difference made when companies find them; price charged pays; 11,156–11,162. In case of customers neglecting to unload a waggon within a certain time, companies charge for station siding room; reason why they are sometimes unable to enforce this charge; 11,163–11,164. Does not get a through rate to all stations to which coal is sent. Names railways that do not give them; has through rates to all stations on the Brighton line, but none by Midland to Gloucester and Bristol. Has a through rate to one or two stations only on the London and South-western, and one from Wednesbury station, but not from the colliery. Reason why Midland company refuse to give them. Companies should be compelled to give them. States that if a waggon leaves colliery for Southampton, there are three charges and declarations required. Great inconvenience arises sometimes from waggons being detained, in consequence of non-arrival or miscarriage of declaration. Gives instances of great delays that take place at junctions, particularly at Wednesbury and Reading, in consequence of want of locomotive power and siding-room accommodation; 11,183–11,195. 11,199–11,201. 11,203. 11,208, 11,209. Has a mileage rate applicable to London and North-western only. Quotes rates per ton per mile for certain distances. Companies refuse in many cases to give a list of rates; inconvenience that results therefrom; desirable that all rates should be published, and if special arrangements made, should be applicable to all parties; 11,196–11,198. 11,202. 11,204–11,206. 11,245–11,247. Companies make differential rates in favour of one part of country as against another part; 11,207. Gets favourable rates from Midland, but not so favourable as those from Derbyshire and Leicestershire. Derbyshire coal comes into market at same price for carriage as witness's coal, although distance 30 or 40 miles further. Should be an equal mileage rate, so that each firm or district should possess the advantages or disadvantages of its position. Reason why witness does not send coal to north-east of England, Midland companies Leicestershire and Derbyshire fields supply that district, with the exception of portion of district between Birmingham and Bristol and the west supplied by witness. Derbyshire coal owners can get a through rate to compete with witness at Gloucester and Bristol, but cannot get a through rate to compete with them at Lincoln or Hull; reason why companies refuse to give a through rate. Does not complain of any particular railway, but of the system; 11,210–11,227. Should be equal mileage rates exclusive of terminals for each class of traffic. Maximum rates fixed by Act of Parliament are merely for haulage, and do not include terminals, risk, porterage, loading or unloading, station accommodation, &c., &c.; should be a maximum fixed by Act for all these points. All rates should be calculated upon the shortest railway distance; for instance, goods rate from Birmingham to London by Great Western should not be higher than those sent by London and North-western; this applies to the maximum, as companies should be at liberty to charge as low as they please. Should be a minimum charge for short distances, and no company compelled to carry for five or six miles without a fixed charge; might carry below that charge if they thought

Brown, Mr. John Nurthall—*cont.*

proper; 11,228–11,244. Should be a universal fixed charge for station accommodation, including porterage, with liberty to reduce at any station; does not think there would be much difference. Should also be a fixed charge for cartage throughout country, and an exception made for such a place as London, which might be higher. Cost of delivery in Liverpool less than in London; 11,248–11,252. Companies should be under legal obligation to cart, collect, and deliver all goods traffic, except those articles which appear in the mineral class in clearing house regulations, and special articles, such for instance as large boilers, &c. Would limit the distance from stations at which they are to collect; would not compel them to cart where they have no carting establishment; 11,253–11,269.

Statement of Cannock Chase Colliery Company's waggons which have been delayed or damaged by certain railway companies; *App.* BN.

Brussels:

Statement laid before the Chamber of Representatives, March 7, 1865, concerning tariff for passengers and luggage on the railways of the State; *App.* N.

Brydges, Mr. Charles John. (*Analysis of his Evidence.*)

Is general manager of the Grand Trunk of Canada Railway; 5375. Principal lines, Grand Trunk amongst others, have received aid from Government. Amount afforded, capital expended, and interest to be paid; 5376–5380. At first Government appointed a certain number of directors to control railways, but now railways are managed by parties appointed by share and bond holders. Government directors found to be inconvenient with regard to political matters in the colony; now exercises no control over railway beyond any included in the Act authorizing railway. Can only interfere in regard to the rates, a maximum rate being fixed by Act for one portion only of the Grand Trunk Railway. The fares actually charged are much lower than those fixed over portion of the line from Montreal to Toronto. Competition as strong there as any other part. From Quebec to Portland passenger rates do not vary very much; for goods there is a regular scale; 5381–5392. Quotes average rates for passengers; has only two classes. Return tickets at a reduction of 25 per cent. are in some cases only issued to the lower class passengers, but almost invariably to the first class. Has also an emigrant class which is used for one description of traffic; 5393–5401. Fares have been reduced in the last three years from 25 to 30 per cent., and there has been a considerable increase of traffic, and also in the receipts; 5402–5407. The table of fares and rates must be submitted to the Governor-General in Council, who could reject it and direct something lower. There never having been an appeal, proof that public is satisfied; 5408–5412. Has considerable cattle traffic; rates vary according to time of year; 5413–5415. In some cases through rate 30 or 40 per cent. lower for passengers and goods than usual rate. Rates lower than in England; description of traffic. Rates generally rather lower than on the American railways, arising from fact of Grand Trunk competing for rather shorter distances to get to same points, and from having more direct water competition; 5416–5423. Post office send their mails by the railway; how rate of payment determined, and number of mails per day; 5424–5436. With exception to the limit to one portion of line, railways are as free in respect of charging rates as English companies. Question never been raised to reduce maximum rates. Thinks there is general satisfaction with rates. Lines in Canada in hands of three or four companies; gives names and routes; 5437–5441. Grand Trunk Railway has no security either for a limited period or in perpetuity against competing lines. Is at the risk of Canadian Legislature sanctioning competing lines. Competition, principally by lake or river, over nearly the whole of the system; 5442–5451.

Bullar, Mr. John:

Statement as to want of railway accommodation at Putney; *App.* S. Statement of, as to through booking; *App.* AD. Remarks by the London and South-western Railway Company upon statements of Mr. John Bullar, as to want of railway accommodation at Putney, and as to through booking; *App.* DE. Letter from, on railway legislation, &c.; *App.* DR. Reply by, to the remarks of the London and South-western Railway in Appendix DE.; *App.* DV.

Burton-on-Trent:

Comparative statement of grain rates from the Lincoln, Sleaford, and Bourn districts with Northampton, Norfolk, and other barley districts to Burton-on-Trent; *App.* BI.

C.

Canadian Railways. *See* Foreign and Colonial Railways, 5.

Canal Association of Great Britain:

Object of, is to watch the general interests of navigation and consult on improvements; *Wilson* 9901.

Canals. *See* Water Conveyance.

Cannock Chase Colliery:

Statement of Cannock Chase Colliery Company's waggons which have been damaged or delayed by certain railway companies; *App.* BN.

Capital:

Capital invested in railways,—in 1844 about 70,000,000*l.*, in 1865 about 450,000,000*l.*; *Galt* 7342, 7343.

Lines should always be made on the commercial principle; contractors, landowners, &c. should not be paid in shares; capital should all be brought to credit in cash; *Hancock* 7610–7622.

Present disposition of Parliament is not to grant Acts to companies without capital; *Bidder* 17,160, 17,161. Many companies could not be got up without speculation; witness does not see how present system could be improved; *ib.* 17,162, 17,163. Landowners' lines should be encouraged, by compelling large companies to work them at 50 per cent. Present irregular methods of raising capital should be done away with. Capital should be *bonâ fide* raised in some way or other, in what manner should be stated, and public then left to act as they think fit; *ib.* 17,164–17,170.

List of Irish railway companies incorporated previously to 1855, who obtained powers to make new railways and to raise capital for the construction of the same in 1855 and subsequent years; the length of such lines and capital authorized, together with the length of such lines opened for traffic at 31st December 1864; *App.* AJ. List of Irish railway companies incorporated in 1855 and in each succeeding year, showing the length of railway and capital authorized, the length open at 31st December 1864, and capital raised to the same date; *App.* AK. Return by the several railway companies in Ireland of their authorized share and loan capital, and of the sums received in respect of their ordinary capital and preferential capital, and debenture stock or funded debt on 31st December 1863, specifying the rate per cent. of the dividends for 1863 on each of the said capital; showing also the loans outstanding on 31st December 1863, classified according to the several rates per cent. of interest; and the capital authorized and paid up, for subscriptions to other undertakings, whether such are on lease to or worked by the subscribing company, or are independent; *App.* AA. Table showing for the railways in Ireland—1. The capital authorized; 2. The capital raised on ordinary shares, preference shares, debenture stock, and loans, from 31st December 1861 to 1864 respectively; and as regards the lines opened,—3. The receipts from traffic, and the working expenses during those years. 4. The interest on preference and guaranteed shares and debenture stock, and on loans, calculated on the amounts paid up on 31st December in each year; and 5. The proportion per cent. which the surplus income bears to the ordinary share capital, and the proportion per cent. which the net receipts bear to total capital; *App.* AB. Letter from Mr. R. C. Dudley Baxter on the system of amortization of railway capital in France and other continental countries; *App.* DJ. Particulars as to the capital, &c., of the railways in Belgium; *App.* DO.

Capital Account:

Value of preference stocks is at present reduced from the different classes and variety which exist; their consolidation, witness believes, would increase their value; difficulties, and how to be removed; recommendations from this Commission would probably clear the way; *Bidder* 16,700–16,709.

Carriages:

Plan of first-class carriages in use on Russian railways; *App.* CJ.

CARRIERS' ACT:

Railway companies take advantage of provisions of limiting liability for loss, &c. on certain goods to 10*l.*; *Nicholson* 8766–8768. Origin of the Act; *ib.* 8783. The 10*l.* clause should be repealed; *ib.* 8834. Defective classification in; *ib.* 8850.

Act could not be made applicable to railways, but companies should be subject to same rules as common carriers; *Corbett* 11,058, 11,059.

Witness sees no objection to a revision of present protection to carriers to meet altered state of things; *O'Brien* 12,310.

See also WILSON.

CARRYING POWERS OF RAILWAY AND CANAL COMPANIES. *See* RUNNING POWERS. WATER CONVEYANCE.

CARRYING ON RAILWAYS AND CANALS:

Should be open to everybody on payment of toll; *Wilson* 9954.

CARS, &C. IN IRELAND:

Instance of large number of passengers at Macroom from low fares caused by competition; cars are still very general in some parts; *Bewlay* 6963–6970. Instances of cars, omnibuses, and coaches competing successfully with railway; *ib.* 6979, 6980; *Bagot* 7021–7023; *Barrington* 7280.

CARTAGE. *See* RATES AND CHARGES, &C., 6.

CATHEDRAL TOWNS:

Comparison of the railway service in France and England between the metropolis and various celebrated cathedral towns; *App.* DM.

CATTLE TRADE, IRELAND:

Would be greatly stimulated and developed by better railway arrangements and a reduction of rates and fares; *Sullivan* 2088–2133. Consideration of, with reference to improved means of transport; sufferings of animals in travelling, and proposed remedy; *Mallet* 2238–2241. Dairy farms; discussion whether a profitable trade in milk could be established; *ib.* 2244–2249. In consequence of high rates, cattle are driven long distances instead of being sent by railway; *Ryan* 2685. High rates not the only cause of cattle being driven; *Longfield* 2810–2815. Decrease of cattle trade; *ib.* 2818, 2819. Cattle trade would be immensely increased by a reduction of 50 per cent. in the rates; *Earl of Lucan* 2977, 2978. Rates from parts of Ireland to London more than from Holland or Germany to London; most desirable to reach English markets; *ib.* 3030, 3031. Low rates would cause nearly all the cattle to be sent by railway; *ib.* 3051, 3052. Railway facilities cause increase of 5 per cent. in value of cattle; *Malcolmson* 3444. On Waterford and Limerick line cattle traffic has been the best source of income; trade decreasing from scarcity of cattle; present rates do not affect transmission, as railways carry nearly all; *ib.* 3470–3474. Dead meat traffic. Is reported that cattle are much bruised on their journey to London; principally store cattle which come through Waterford to be fattened in England; cattle less injured by steamer than by railway; *ib.* 3475. 3814. Two years ago the cattle traffic was increasing; a general falling off since; rates were advanced three years ago; *ib.* 3588–3592. If greater facilities were afforded, trade would increase; facts in support of this opinion; *Cooper* 3650, 3651. Whole stock of farmer travels once a year. If rates were lower, a large proportion would use railway that now travel by road. Does not think that railways carry the greater part of cattle in vicinity of the line; discussion as to how much the cattle travel; *ib.* 3652–3666. Complaints made of high rates, and opinion that a reduction of one-third would materially increase traffic; *ib.* 3663, 3664. 3690. Rates nearly equal on all the railways; lowest on Waterford and Limerick, on which there is a great traffic; *ib.* 3665–3668. Almost all fat cattle go by railway; for distances under eight miles they would go by road; *ib.* 3671–3674. A reduction would not induce farmers to fatten more beasts; the increase would be in store cattle; *ib.* 3675–3678. Calves enumerated as horned cattle; *ib.* 3679. Delay in movement of cattle in large districts where there are no railways; in those counties cattle are raised to be fattened in dairy counties, so that one of the journeys would be partially made through districts where there are no railways; *ib.* 3680–3682. Points out

CATTLE TRADE, IRELAND—*cont.*

certain places where store cattle are driven from 50 to 100 miles, although in the vicinity of railways; discussion thereupon; *ib.* 3683–3689. 3697–3699. Comparison of rates on certain of the English and Irish lines; 3691–3696. 3700–3704. Thinks that only a small portion of the cattle driven along the road are disposed of on the way; *ib.* 3705. Cost of driving cattle from western part of county of Limerick to Ballinasloe fair, compared with railway charge; *ib.* 3706–3710. How calculation made that railway companies could reduce one-third; *ib.* 3711–3713. Reasons why three-fourths of the pigs are sent by railway; *ib.* 3714, 3715. Complaints made by drovers against the companies; *ib.* 3729. Condition and weight of animals much deteriorated by sending them long journeys on foot; number of miles per day fat and store cattle should be driven; reasons why store cattle are sent by railway although driving by road is cheaper; *ib.* 3730–3743. If rates were lower there would be more cattle traffic; grass-fed cattle are frequently walked 20 or 30 miles; *Hemans* 3817, 3818. If companies would make a large reduction in cattle rates, and bring back coal from Dublin for ½*d.* per ton per mile in the same trucks, it would pay in the end; *ib.* 3923. Midland Great Western cattle traffic at a standstill; this arises from scarcity. No reduction of fares would increase traffic; rates are reasonable; a small reduction recently made; reasons why fat cattle are sometimes driven; number of miles they go; injuries received in trucks not comparable to wear and tear along the road; cattle could not be driven so far in summer time; *Ennis* 4040–4049. 4053–4059. If rates were reduced there would be an increase in store cattle traffic, but it is doubtful whether it would be profitable. Facilities at every station for putting cattle into trucks. Numbers of store cattle still travel by road. Quantity carried limited by number of trucks possessed; at Ballinasloe fair the supply deficient, but at other fairs, when supply ample, do not get all the traffic; sometimes borrow rolling stock from other companies; *ib.* 4050–4052. 4060–4063. 4069–4071. Witness does not know proportion that travel by railway and by road, or proportion of the whole cattle that travel in a year; *ib.* 4064, 4065.

Particulars of cattle traffic on Great Southern and Western; cheap cattle rates tried, but proved a failure; *Haughton* 4595–4600. Very little store cattle driven more than 20 miles; *ib.* 4620. Conditions under which this traffic is conducted make it expensive to work; question discussed; *Murland* 4741–4759. Temporarily increased by bad harvests; *ib.* 4793. Particulars of cattle traffic between England and Ireland carried on by London and North-western Railway Company; *Cawkwell* 5121–5135. Reduction of cattle rates would increase income; *Earl of Clancarty* 6362. 6376–6378. If rates were reduced one half all the cattle in Ireland would be carried; *Meldon* 6743–6746. Cattle frequently driven to market to their great detriment in consequence of high rates; *Boileau* 6804; *Bewlay* 6982; *Bagot* 7042–7048; *Pim* 7099. But few horses go by railway, rates being too high; *ib.* 7099–7102. Great dissatisfaction at recent advance of cattle rates; *Barrington* 7280.

Abstracts from the half-yearly reports of the Midland Great Western Railway from July 1851 to June 1864, both inclusive, showing amount realized from cattle traffic in each half year; *App.* AG. Statement of cattle traffic on Great Southern and Western Railway of Ireland from 1846 to 1864; *App.* AH.

See also DEAD MEAT TRADE.

CAWKWELL, MR. WILLIAM. (*Analysis of his Evidence.*)

Is general manager of the London and North-western Railway; 5053. Acquainted with Irish railways generally, especially those in connexion with and going through Dublin. Has connexions through Fleetwood and Belfast with northern railways of Ireland; 5054. Had through booking for passengers between principal stations on North-western and Great Southern and Western lines; tried to get it for goods, but only partially succeeded. Have had great difficulties in bringing through booking into operation even with Great Southern and Western. States system of through booking for goods, and arrangements made with that company; 5055–5059. 5079. 5081–5085. Scarcely any through booking from Cork *viâ* Dublin in consequence of a differential rate of 20 per cent., which throws traffic upon the water. None from Greenore. An Act has been obtained for a railway from Dundalk to Greenore, and for the construction of a port at Greenore. Arrangements the London and North-western Company have made for the traffic; discussion thereupon; 5060–5064. 5090–

CAWKWELL, MR. WILLIAM—*cont.*

5095. Between Dublin and Limerick Junction the rates by railway or by sea route are the same. Gets a larger proportion of the traffic between Limerick Junction and Dublin, but does not get heavier traffic between Limerick and Waterford and down to Cork; 5065–5068. Is of opinion that railway traffic of Ireland has not yet been half developed. Steam packet interest in the way of trade being effectually developed; 5069–5072. Irish boards so mixed up with steam packet companies that railway companies do not get the advantages they should. In all divisions of traffic Irish companies have their local rates out first, and other companies have to sacrifice a portion of their receipts on the English side. Irish rates not lower than those of the London and North-western; 5073, 5074. How through booking rates divided; 5075, 5076. English rates for cattle in many cases lower than Irish; 5077. Some of the Irish railways managed with a view to profit steam packet companies rather than railways. Discussion as to liability to sea risk; 5078–5080. 5156, 5157. 5250–5260. When a board interested in steam packets the traffic rates will be fixed to favour their port; 5087, 5088. London and North-western have expended money in Dublin to secure a position upon the Liffey when traffic can be shipped and carried by steamer to Holyhead; has not spent money in Greenore; 5088–5095. Has never seen a letter (*handed in*) from Mr. Stephen Brown addressed to chairman of London and North-western Company respecting Dundalk and Greenore railway scheme; 5096–5098. Has through rates with the Midland Great Western from all the principal stations, and with Dublin and Drogheda; also with Ulster, by way of Fleetwood, upon condition that sea risk is taken. Mentions arrangements with the different companies as to through booking, and states that company has to pay the Dublin, Wicklow, and Wexford Railway Company 50 per cent. higher fares than are charged for the local traffic between Dublin and Kingstown out of the through fare, and pay station rent in Dublin and expense of clerks; 5099–5116. 5136–5141. Steam packet companies divide the traffic between Dublin and Holyhead as against Liverpool and Dublin. London and North-western authorized to run steamers between Holyhead and Dublin and Kingstown. Cannot put on boats to Greenore; 5117–5120. Carries cattle from Dublin to Manchester by way of Holyhead. Reason why they are not sent through Liverpool; through rate same by both routes. Not same rate from Holyhead to Manchester by railway as from Liverpool to Manchester. Carries traffic between Liverpool and Manchester to satisfaction of steam packet companies and the public; 5121–5134. By way of Holyhead the steamers and railways belong to London and North-western Company; by other route, the steam packet companies are paid, and difference charged on the railway; 5135, 5136. Traffic in goods from Ireland does not much increase. No reason why cattle traffic in Ireland should not be carried on as in Scotland, notwithstanding transhipment necessary to bring in traffic to England. Facilities afforded by Midland Great Western Company, and at Holyhead for sending this traffic to London; 5142–5145. If rates were materially reduced goods traffic would increase considerably; but companies would not get so large a profit as now. Great benefit would result from amalgamation in Ireland. Tried to make arrangement with respect to a group of railways which lie about Dundalk, but did not succeed owing to the different values of the properties; 5146–5149. Difficulty in putting a value upon non-paying dividend lines; might be assisted by borrowed money with regard to their loans; 5150, 5151. Irish railway companies cannot work together, and make their through arrangements as in England; 5152. Absence of through arrangements beneficial to steam packet companies; 5153, 5154. If traffic fairly dealt with between steam packet and railway interest does not think that either would be damaged. Is not aware of any case in England where traffic is encouraged in some particular direction by offering advantages to persons so to send it. Railway companies have a legal right to make their own rates and develop traffic in their own way; 5155–5161. Parliament could not compel companies to give equal rates for goods whether carried by railway or steamboat, unless they guaranteed them a reasonable dividend; 5162. If Irish railways were amalgamated under one company they could not be properly managed; might be divided into three or four systems; 5163, 5164. 5195. 5206. States length of system, gross receipts upon traffic of London and North-western and whole of Irish system. Reason why latter more difficult to manage; 5165–5169. A connecting link in Dublin between all railways that come into Dublin would materially facilitate general management; an Act has been obtained for the purpose, but scheme languishes for want of capital. It would even be to interest of London and North-western to contribute to have link supplied; 5165–5173. If railways could be under one management shareholders and the public would be much benefited; 5174–5179. If Government took Irish railways in hand they would find English companies ready to work them, and by allowing them 50 per cent. of the gross receipts they would have an interest in developing traffic; 5180. 5246–5249. Reasons why it is not advisable to lease lines to a limited liability company. Question discussed; 5181–5185. 5189–5194. 5198–5204. 5207. Upon amalgamation Irish railways would reduce their rates and develop a trade which does not now exist, and at same time secure a gain to the companies; 5186–5188. If all the southern railways were amalgamated into one company it would not be to their interest to carry all the traffic to Dublin so as to have the longest mileage; 5196, 5197. Thinks traffic from south of Ireland to Scotland is nearly all taken by sea; 5205. Beneficial results have followed where Government have assisted railways in agricultural countries in Europe. Does not see any objection to Governments proposing reduction and bearing loss until traffic increased; there would be no ultimate loss; 5208–5210. Irish system of management not satisfactory, and the mere conversion of the railways into two or three systems would not be attended with any important benefit unless there was some alteration made in the boards or some control by Government; 5211–5216. Has found it difficult to make arrangements, as boards of directors adhere to system of exacting local charges, cartage, &c. If Government appointed good commercial men as directors on Irish boards, matters would be improved; 5217–5221. Discussion as to whether goods can be shipped cheaper from Dundalk through to Manchester, or consigned to an agent at Liverpool to send on to Manchester; 5222–5236. At present there is no through arrangement with respect to coal; company is about to establish a trade by joining some of the Lancashire coal owners in making low rates to Liverpool for the purpose of shipping coal to Ireland. Coal owners have no shipping trade from Liverpool; is principally down to the northern ports. London and North-western Company have applied to Parliament for authority to make a line from Wigan to St. Helen's to join the St. Helen's railways, which will give an access to Widnes and Garston, considerable places for shipping purposes; 5237, 5238. No communication in Dublin between railways and wharves; if connecting link made it will come down to the quays; Bill before Parliament to make tramways along the quays; 5239. If arrangement with Lancashire coal owners carried out coals will be much cheaper in Dublin and in the interior of Ireland, and a large trade will be established; 5240–5245.

Further Examination.

Is general manager of London and North-western Company; 11,399. Will supply information as to system of traffic on that railway. Has read the evidence of witnesses from Liverpool and other towns; 11,400, 11,401. Explains statement made by Mr. Clark, that Liverpool is unfairly burdened with charges as compared with other towns, and also that rates for goods (particularly chemicals and timber) are higher from Liverpool to places inland than from eastern ports inland. Reasons why low rates given in instances named; 11,402–11,406. 11,410–11,415. Admits principle that where there is competition, lowest rates should be charged compatible with profit, and where it does not exist, the highest rate compatible with not driving off traffic. Benefit that results from carrying out this principle. Is not anxious to promote competition any further than is necessary for benefit of traffic. Where there is no competition, rates are limited by a consideration of possibility of future competition. Companies cannot impose very high traffic rates to any place where there is trade. Maximum rates are charged in some places and on some articles; 11,407–11,409. 11,416–11,420. Tendency to reduce rates since opening of railways. Has been no material reduction in the rates between Liverpool and Manchester except in article of grain; 11,421–11,423. Difference in rates for sugar from Liverpool to Sheffield (as complained of by Mr. Clark) is owing to water competition by rivers Humber and Trent; 11,424–11,428. London and North-western do not carry salt, coals, or anything in large quantities where carriage and labour form a material part, between Winsford and Liverpool, as in consequence of having either to cart through the town, or pay 6*d.* a ton for merely crossing the Liverpool Dock Company's

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rails they cannot compete with canal; discussion upon this charge. Does not carry coals or salt into Liverpool for export. Is not aware of any application to Parliament on part of companies to lay down their own rails to wharf side; 11,429–11,437. Thinks Mr. Corbett has not much to complain of so long as Winsford man is not charged less for the conveyance of his salt; 11,438–11,441. Want of accommodation for coal traffic is caused by difficulty in obtaining land. Has recently purchased a large plot near Edgehill, which will relieve Crown Street. Offered to purchase land in neighbourhood of Liverpool if coal owners would guarantee an increased traffic; 11,442, 11,443. Has not raised terminal charge upon coals. Explains necessity of circular sent last November to coal owners; 11,444–11,447. French trade from Liverpool has not increased in consequence of there being cheaper and improved communication by other routes. The 10 per cent. clause in Liverpool and Manchester Act, complained of by Mr. Clarke, was repealed in 1846; it could not have been complied with. In consequence of increased traffic has spent 1¾ millions upon stations in Liverpool since line came into witness's hands. Has not a separate account of this expenditure for whole period. Would not have paid a company owning a line only from Liverpool to Manchester to have spent the money that London and North-western have spent at those towns; 11,448–11,456. Thinks cartage in Liverpool cannot be done for 10*d.* per ton with profit, as stated by Mr. Clark. Reads replies from certain persons showing that from 1*s.* 6*d.* to 2*s.* is the sum paid. Custom in Liverpool of adhering to charge and taking off discount where transaction is large, does not alter rate to public, but gives a profit to Liverpool broker. If individuals could cart cheaper than railways they would; 11,457–11,465. Deputation from corn trade of Liverpool had several interviews with London and North-western railway, asking for a separate rate for corn when not warehoused in Manchester: reads a letter from Manchester corn merchants (who pay the rates) objecting to proposed change. Concessions were made to views of Liverpool merchants; has been no remonstrance from Manchester merchants. Before present Commission appointed, the London and North-western Company represented to companies carrying between Liverpool and Manchester the desirability of revising rates; 11,466–11,476. Objects to table put in by Mr. Clark in substantiation of his statement that lower rates are charged for timber and deals from other ports than from Liverpool, and delivers in tables showing how discrepancies principally arise. Any alteration made in rates since Mr. Clark gave evidence is notified in the tables. Considering the great cost to companies in Liverpool, thinks that town in a very favourable position as regards timber rates; 11,477–11,486. Hands in table showing that company carry grain from Liverpool to certain places at very favourable rates as compared with other carriers in the country; also delivers in table showing that rates generally are in favour of Liverpool; specifies favourable rates for several articles. Admits that mileage rates are high upon the articles selected by Mr. Clark, but gross rates in the majority of cases lower. Public could obtain rates upon application, but not in the form delivered in; 11,487–11,499. 11,507, 11,508. With reference to complaint made as to high rates for timber and deals, witness states that in consequence of peculiar measurement adopted in Liverpool much more than 20 cwt. is carried for a ton, and that Mr. Chaloner, one of the largest timber brokers in Liverpool, points out in his circular the advantage the buyer enjoys in consequence. Has seen Mr. Chaloner's circular calling attention to the high rates charged in Liverpool, but considers he is mistaken in his comparison; 11,500–11,506. London terminals are much higher than those in the country, 11,507. Carries by way of Holyhead to Dublin; same rates as by way of Liverpool. Brings goods into Liverpool by way of Holyhead, but does not seek for traffic between Dublin and Liverpool. Does not carry free from Holyhead to Holywell; explains arrangement entered into with City of Dublin Company; 11,511–11,519. Cost of handling timber much greater at Liverpool than at the eastern ports; same expense not incurred at Hull, Gloucester, or Bristol. If same mileage rate had been charged from West Hartlepool as from Hull it would not have been made a port for London and North-western Company; is a great advantage to the country round Hartlepool. Has a right to adopt low rates and even incur a temporary loss for sake of developing traffic which in future will be valuable; 11,526–11,530. A proposal to submit terminal charge to arbitration under direction of Board of Trade, as proposed by a clause in Railway Clauses Bill, would be resisted by the London and North-western Company. Is not aware that the Legislature has already sanctioned that principle in one of the North Staffordshire Acts. Such a principle objectionable and unnecessary, as if an unreasonable charge were imposed parties have their remedy against companies; discussion whether it is right that private parties should have to contest such matters against so powerful interests as large railway companies. Companies would not object to a maximum terminal being fixed and published, provided it was a fair one. In 1861 a proposition was entertained by railway companies and chairman of committees to have a uniform terminal for the country, another for London and general traffic, and another for mineral traffic; but in consequence of coal owners objecting the matter dropped. Reason why there should be a separate terminal for London; 11,537–11,555. Thinks that circular put forward on behalf of chairmen of different railway companies must be incorrect in putting terminal charge at 2,000,000*l.*; as London and North-western line alone must be about 1,000,000*l.* Company referred to in circular, whose expenses for terminal charge exceeded 159,000*l.* for half year ending December 1860, could not have been the London and North-western Company. Gives mileage of London and North-western Company, and amount spent in station accommodation since 1849; 11,556–11,561. Under what heads terminal expenses are included in expenditure of London and North-western Company in 1863. Cannot state per-centage of terminals applicable to goods and passengers. Gives mileage of sidings; their cost a serious item. Does not remember average length of carriage upon London and North-western line, or on all the railways in England and Wales. Gives capital, station accommodation, and cost of maintenance of principal stations; 11,562–11,569. Discussion as to what terminal charge would pay provided collection and delivery were done by owners. Thinks in such case terminal would be increased; 11,570–11,572. Explains memorandum stating that 42*l.* was charged for 12 witnesses from Liverpool to London, whereas they could have come from Belfast for 30*l.*; 11,573. Reason why witness is in favour of "omnibus" bills; 11,574, 11,575. Would modify classification, and fix maximum toll applicable to whole country, but companies should be allowed to reduce or make special rates. How traders at Coventry and Nuneaton have been benefited by having special rates; discussion upon this question; 11,576–11,592. Would be no advantage in establishing a rates officer in order that rates might be published. Special rates made are applicable to all traders at same place; have given them only to two or three individuals who had formerly special rates with the canal, and then upon ground that they bring a large traffic. Has an agreement with Messrs. Allsopp, but rates given applicable to rest of trade at Burton. Special rates are seldom given now; 11,593–11,602. A month's notice is given of any increase in the rates; is generally notified by circular or by advertisement in the newspapers. Do not always give a month's notice of reduction. Would not charge the large customers with whom agreements have been made any increased rate; 11,603–11,606. Passenger traffic would not materially increase if fares were considerably reduced; if one company made a reduction to large towns, say Manchester and London, would increase traffic between those places for a considerable time. Effect of competition some years ago between Great Northern and London and North-western companies; 11,607–11,610. Alterations are made in rates by manager, and afterwards submitted to directors for their sanction; 11,611–11,613. Experiments were made by a company of running 3rd class by almost every train at Parliamentary rates in Lancashire and Yorkshire district, but they were discontinued. Would not materially increase traffic if more facilities were afforded for 3rd-class travelling; 11,614–11,618. Is not favourable to excursion fares; would only run them at moderate fares at proper times; induces labouring classes to spend more money than they can afford, and interferes with general receipts by ordinary trains. Runs weekly trains during the autumn, charge regulated by number of days allowed to excursionists. Fares are pretty uniform on London and North-western system. Excursion traffic pays best where ticket returnable same day. Does not think, on the whole, this traffic pays; 11,619–11,632. Attempts uniformity in rates, but in consequence of alterations and special rates, it exists only to a very limited extent; 11,633–11,635. Believes equal mileage rates would not be beneficial to the public, and would injuriously affect coal trade, and enhance the price of coal. With exception of competition between districts, London and North-western com-

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pany have, practically, no coal traffic competition; 11,636–11,644. London and North-western do not find coal trucks; are sent back empty; would be so if they belonged to the company; are returned as soon as possible free of charge; demurrage not allowed in case o detention; 11,645–11,650. Gives coal rates per ton per mile. Has coal from Midland district; 11,651–11,654. If uniform rates were established, a difficulty would arise unless uniform rates were adopted by canals and steamers; 11,655, 11,656. Fares by Lancashire and Yorkshire railway not being remunerative does not arise from competition; the capital laid out upon that line was enormous. Parliament allowed them an advance of 20 per cent. upon everything but coal traffic; would be a hardship to make rates equal on this line; 11,679, 11,680. If Parliament compelled a reduction in all the rates, it would interfere with arrangements made with lines which companies are working at fixed rentals, and prevent reductions being made to encourage traffic. Answers certain complaints made by witnesses as to inequalities in the rates; 11,681–11,683. Would not be to the public interest for Government to purchase and work the whole railway system of England, or that they should be amalgamated and worked as one concern. Is in favour of large companies amalgamating. Thinks some small companies might be amalgamated with large ones, but not likely large companies will amalgamate with each other. A saving in the working is the cause that has generally induced amalgamation. The smallness of dividend has most likely operated against Irish railways amalgamating, or possibly the directors have very small interests in the companies; 11,684–11,694. Reason why witness thinks present system of inspection of permanent way effective, and that matters would not be improved by appointment of a Government inspector. Is companies' interest to keep them up. Having a Government inspector would diminish responsibility of railway officials. Railways of England are in a very good state of maintenance; 11,695–11,704. Does not know state of permanent way on Irish railways; 11,705, 11,706. Doubts whether any good result would follow the granting persons a more easy means of recovering penalties for unpunctuality. Cause of trains not keeping their time. Would be better to allow longer time for trains to run, than that they should not arrive at the advertised time. Public have a right to obtain damages for unpunctuality; has numerous claims, which, if found reasonable, are always liberally settled; 11,707–11,716. Does not think trains are less punctual than formerly; a record is kept, and any delay at once booked, and, if possible, remedied. As a rule, trains are not systematically unpunctual. Reason why company cannot give longer time in the summer months when the trains are habitually late. Servants are called to account if trains not punctual; are not fined, but lose their chance of promotion or are dismissed. Explains cause of delay at Market Harborough, as complained of by Rev. Mr. Field; discussion thereupon. Cannot prevent delays without multiplying a number of unprofitable trains; 11,717–11,733. Great inconvenience from break of gauge; mentions several cases where the broad gauge is objectionable, and entails great increase of cost as well as delay in transit of goods. Great Western Company would alter their gauge if they had the means; estimates the cost at about 3,000*l.* per mile, besides cost of alteration of sidings and stations; 11,734–11,745. Explains statement made by Messrs. Howard of Bedford, complaining that Great Northern trains do not meet Cambridge and Oxford trains at Sandey, and also with regard to not having a joint station for the two companies at Bedford. No restriction in Acts of Parliament as to where stations are to be placed; no good would result from making it imperative. Crossings such as those at Bedford, dangerous; would not be allowed now by Board of Trade; 11,746–11,753. Public could not have anything more simple than the County Court, where they have complaints to make against a railway company. Public continually appeal against charges. Cannot be, as Mr. Mathews states, that public cannot bring law suits in consequence of the great expense, and also for fear of the company afterwards being spiteful to them. Thinks that inasmuch as an appeal to the Court of Common Pleas is not an expensive tribunal, there is no necessity for another to settle matters of undue preference; 11,754–11,760. There are a number of complaints made with regard to rates to South Staffordshire, which have not been put in a fair way before Commission. States that Mr. Wright was mistaken when he states that parcels are charged separately as smalls when sent to same consignee; gives plan adopted by London and North-western Company and clearing house regulation in this matter; 11,762. Will supply explanation about glass hereafter, and put in table explanatory of that and other matters; 11,763.

Remarks by Mr. Charles Clark, of Liverpool, on witness's evidence; *App.* BT.

CHADWICK, MR. EDWIN. (*Analysis of his Evidence.*)

Mentions way in which his attention was first directed to railway system of this country. Opinion entertained of English system by one of the leading German statesmen; 17,179, 17,180. Believes that the benefits derivable for the future from the cheaper and better use of the existing railways from the completion of branches and new main lines will be found to be collectively as great as any that have resulted from present system. Is scarcely a district where branch railways or tramways will not be required; reads extracts from a work published by Mr. Wm. Chambers confirmatory of this opinion. Enormous economy of transit from having tramways in towns; instances those in France and America. London General Omnibus Co. failed to introduce system; other private projects have also failed. Expense of present system of legislation, even where there is no opposition, prevents the making of agricultural tramways or small branch railways. Board of Trade may grant powers for the construction of railways where there is no opposition; is rarely a case when there is no one to oppose. Whole system of Parliamentary procedure ought to be swept away; is justified in this opinion by the way in which the Public Health Act is carried out, which is by sending down an engineer to survey district, hear objections, and finally report; upon which report order framed; course pursued if judgment of engineer disputed; would adopt similar plan in the case of railways; might be done at about one-twentieth of the expense at present incurred. Has not read the Acts passed for the formation of tramways or railways without application to Parliament; 17,181–17,189. Would have an independent functionary to preside over Court of Appeal; same opinion entertained by Mr. Bentham. Is not sufficiently acquainted with details of the organization and of the department of Ponts et Chaussées, but knows that Sir J. Easthope and Mr. Locke were in favour of French system; restrictions imposed under French system; as to surveys, is much better than our own; 17,190–17,197. Reasons why railways should not be constructed for private profit, but merely as a means of communication from one part of country to another; how managed in France; discussion thereupon. Government should lay out main lines of communication, and then works carried out by contractors, offered to the best bidder; lines should then be leased to the competitor offering to make the greatest reduction to the public; advantages of such a scheme; 17,198–17,209. 17,211–17,214. 17,225–17,231. Thinks many railways have been formed without reference to profit, and worked in the same way as highways; 17,210. Upon what principle construction of railway intended to yield no profit, but merely repay cost of construction, should be proceeded with; 17,215, 17,216. Is acquainted with system of gas lighting established in Manchester; thinks system illustrative of witness's opinion as to construction of railways; gives result of system in Manchester; 17,217–17,224. Is aware that toll bars in suburbs of London are being removed; has been done to some extent in Scotland, and almost universally in Switzerland; these facts quite demonstrative of question that high roads may be worked to general advantage of community only, and that tolls need not be taken under such circumstances; 17,232–17,235. Enormous obstruction in obtaining an Act of Parliament, and uncertainty as to sort of opposition to be encountered, deters persons from applying for power to make a railway on principle suggested; more expeditious and cheaper course adopted in Prussia; 17,236, 17,237. Explains why there is an analogy between gas and canal companies and railway companies. Conveyance of small parcels and development of retail trade seriously hindered by separation from lines of communication from postal system; is considered an important matter in Switzerland. A small parcel transmitted from Land's End, either to May near Thurso, or to Valentia in Ireland, has to go through 19 different changes over different lines. Difficulty in getting independent bodies of commissioners to act in smaller districts, unless they received a profit. If system on Paris and Orleans line were introduced into England it would contribute to improvement in railway administration; causes that sometimes prevent improvements being made in England; 17,238–17,246. 17,249–17,251. As to question whether there has been no application made to Parliament to construct railway on system suggested, because commercial

CHADWICK, MR. EDWIN—*cont.*
people believed it to be wholly impracticable, witness states that with respect to towns, commercial people have been proved to be largely in default, even on their own principles; instances gas and canal companies. Method of controlling supply of gas in London exceedingly imperfect as compared with reform of like companies in Paris; 17,247, 17,248. Does not consider French system of railways perfect. Importance of a small parcels delivery, especially in connexion with a cheap telegraphic post. Why Post Office stations should be utilized for this purpose. Advantages that have resulted from introduction of this system into Switzerland; would be same advantages if carried out in Manchester and London. Why orders for goods and messages are not sent by telegraph in England. Have reduced telegraphic message one-half in Paris, and increase has been tenfold. Large increase in receipts from reduction made in Belgium in railway and telegraphic charges. Benefit to farmers if system of cheap parcels post established; 17,252–17,259. Cheap postal communication equivalent to an increase of speed. Thinks if potteries were to be established *de novo* it would be cheaper to take the coal to the clay, and not the clay to the coal. Is assured upon good authority that business of sugar refiners is declining in London, owing to railway charges. Is well known that cost of transit governs location of manufactures; instances cotton manufactures. Railway companies may facilitate establishment of manufactories on their lines by giving special low rates, but special low or exceptional rates only an exemplification of what ought not to be special but general; 17,260–17,265. Thinks that railways in this country should be made and maintained upon same principle that public roads are now made in Ireland; rating should fall upon district benefited, and in proportion to benefit conferred; 17,266–17,269. Saving that would be effected by unity of management. Difficult to say to what extent unity of management should be carried. In what way present amalgamations are fallacious and a pretence; 17,270–17,273, 17,282–17,287. Enormous subdivision of management in Ireland. French system of surveillance and accounting a great check against defaults of the Redpath kind; defaults have been much larger than public know of; gives some instances leading to supposition that dishonesty prevails; contrasts railway officials with permanent officers in the civil service; considers the latter are in reputation and life the best in Europe, and, as a class, the most ungratefully paid; on the whole thinks there are branches of governmental administration in England which have beaten all private commercial management in respect of defaults. Has been told that cost of customs exceeds any private establishment of equal management, but department of Public Works laid out works to be done for 6,000,000*l.* which if they had been left to private enterprise would have cost 16,000,000*l.*; if same principle had been carried out by Government with reference to the two main outfalls, whole of metropolis would have been drained at that cost. Could not say result of saving that would be effected by amalgamation of customs and inland revenue; 17,274–17,282. 17,288–17,293. Is desirable to extend action of the State in railway matters to the widest possible bounds. As to question whether same action should not be extended to life and fire insurance, witness states that life insurance is taken up by Government annuities. Is averse to insurance. Benefits that result from unity of management in France; 17,294–17,296. Why witness is of opinion that an assistant commissioner would be better able to get out facts and information than present commissioners. If source of profit were taken away from people who manage railways, they would be managed economically and in same way as postal service managed; believes they would be much easier to work than what is done under Poor Law administration; 17,297–17,302. Does not propose that Government should undertake the detailed management of railways. Would advise a special executive commission to consider and explore grounds by which these large economies are to be effected. Recommended the consolidation of the seven water companies in London on same plan as consolidation of seven gas companies in Paris, but was opposed by the directors and engineers; saving that would have been effected. If railways amalgamated by Government becoming possessors of the whole of them, they should deal direct with the shareholders and not with the directors. Need for local inquiry. Witnesses examined from Ireland have stated case fairly from a director's point of view, but doubts whether the fullest information has been afforded. Evidence taken with respect to Ireland should have been published daily in the newspapers; 17,303–17,308. Further complaint of present unsatisfactory and expensive procedure for obtaining railway concessions in England, and advocacy of local preliminary examinations, &c. Detailed account of French procedure, and comparison between that and English, much to the advantage of the former. Argument and statistics to prove doctrine of ascending ratios of consumption with reduced ratios of charges. Public opinion abroad is tending in favour of reducing rates to actual cost of transit. Excessive cost of retail distribution of goods shown by comparison with Switzerland, &c. One great disadvantage of present disunity of management is the time wasted in "labour of verification;" argument and instances cited in proof; local inquiries needed on this subject, also on that of competition, and as to additional value imparted to land by improved means of transit. In order to obtain reformed general rates, witness considers it would be worth while (though he does not believe it would be necessary) to pay an increased income tax. While concurring with Mr. Galt on many points, witness cannot agree with him that any existing directorates would be the most eligible parties for carrying out railway reform. Answers to objections on the score of Government patronage: competitive examinations for appointments. Army pensioners might be employed, and ordinary military force utilized in time of peace. How shareholders should be provided for. Suggestions of a distinct department for railway business; *Addendum after* 17,308.

CHAMBERS OF COMMERCE:
Letter and enclosure sent by the Commission to the various Chambers of Commerce and other public bodies in the United Kingdom; *App.* H. Memorial from Liverpool Chamber of Commerce addressed to President of Board of Trade, and referred to this Commission; *App.* K. Resolutions of the Association of Chambers of Commerce in the United Kingdom; *App.* L. Report of the Committee of the Chamber of Commerce of the city of Waterford appointed to investigate into the present working of railways to and from Waterford, and to bring the result of their inquiries before the notice of the Royal Commissioners on Railways; *App.* U. Supplemental report from same committee; *App.* AC. Memorial from Wolverhampton Chamber of Commerce respecting railway charges; *App.* BF. Complaints from the South of Scotland Chamber of Commerce as to delays in the delivery of goods by railway; *App.* DX.

CHANGE OF CARRIAGE:
There is nothing so disliked by public as changing carriages. In Belgium changing is so inconveniently frequent that no English public would tolerate it; *Hawkshaw* 14,534–14,536. Unwillingness and dislike of public to change; *Stewart* 14,840; *Gooch* 17,485.

CHEMICALS:
Railway charges for carriage of, to and from Liverpool, as compared with other places; *App.* A.

CLANCARTY, THE RIGHT HON. THE EARL OF. (*Analysis of his Evidence.*)
Has been for seven years director of the Midland Great Western Railway of Ireland, has regularly attended meetings of the board, and has taken great interest in all their proceedings; 6283, 6284. Moved resolutions for reducing fares to what they were in 1861, when they were raised 10 per cent. Quotes rates for passengers, and receipts, which show that up to 1861 there was a steady increase, but from that time receipts began to decline. Produces a return showing the falling off in 1st and 2nd class passengers, and also in the receipts. General depression in the country about this time, but does not attribute falling off to this circumstance, but the raising of the rates; 6285–6305. 6313–6316. Directors cannot lower rates without appearing to run in rivalry with Great Southern and Western. No attempt made to amalgamate the two companies. Proposed to try as an experiment a reduction of 10 per cent. on portion of the line from Althone to Galway, and guaranteed the company from loss, but board refused; the fares in consequence have fallen off considerably. Reason assigned was, that as there was to be an International Exhibition this year, higher rate of fares might be more productive, an expectation which has not been realized; 6306–6311. 6318–6325. Cannot venture to say in how long a time a reduction of 30, 40, or 50 per cent. would recoup itself; but states that upon first joining board, fares were moderate and traffic increasing, when rates were raised the reverse was the case; 6312. Considerable emigration from west of Ireland;

CLANCARTY, THE RIGHT HON. THE EARL OF—*cont.*

6317. Would amalgamate all the Irish railways and put them under Government control. Private enterprise in Ireland connected with railways almost extinct. Much depends upon facilities given by railways for transmission of manufactured goods. Is not aware of any special manufacturing or other establishments of any kind which have been got up in consequence of introduction of railways; 6326–6329. Evils that would have been prevented if railways had originally been in hands of Government, and benefits that would accrue by their being under such control. Mentions condition of Irish North-western railway, and states that on many railways, in order to make good dividends, money is appropriated to capital which ought to be appropriated to revenue; 6330–6337. 6339, 6340. 6358. A board of directors not prosperous in way of earning revenue, much tempted to starve a line and postpone necessary repairs and expenditure which ought to be carried on every year in order to increase the permanent revenue; 6338. Was one of a deputation to Chancellor of the Exchequer to propose that 1,000,000*l.* should be advanced at 3½ per cent. to replace debentures bearing interest at 5 per cent., the profit to go entirely towards reduction of rates, but the proposition was declined. Better plan would be to leave debentures as they are, and for the share capital to be taken up by Government, who would then become the absolute owners of the railways. The experiment might be first tried in Ireland, as it would develop resources of the country. Small permanent board with two subordinate boards would be sufficient to manage the railways. Would be less danger of abuse if patronage of appointment of officers were placed in the hands of a board presided over by a member of the administration. As to Government patronage in Ireland; 6341–6350. Similar boards have been appointed to carry out great works in Ireland, but have not been very successful; instances board for improving drainage of the river Shannon; 6351–6354. Scheme of taking over Irish railways by Government would be sanctioned by the Legislature if they desired the welfare of Ireland. Would be best to tax Ireland by a special rate to make up for temporary loss rather than scheme should not be tried; would do away with any jealousy that might exist in the sister country; 6355–6357. Basis of purchasing Irish railways laid down in the Act of 1844. Government would be paying too low for them upon those terms, as even from present unfavourable circumstances dividends will rise; 6358–6361. The most important matter would be lowering the rates so as to develop resources of the country. Directors are afraid of lowering cattle rates, thinking that if they did not answer they would not be able to go back to the old rates; and in consequence cattle are driven by the road. Government could make better regulations, especially in parcels traffic; could also regulate the mail trains, and do away with the necessity for carts, cars, and foot messengers; 6362-6364. Government would not be strictly borrowing the money for purchasing railways, it would merely be a conversion of railway shares into Government stock. The annual charge for the interest upon capital advanced would be necessarily considered as one of the ingredients in the charge upon railways. Government should become possessed of the railways, and should not lose by the arrangement: might be done with benefit to present shareholders and to the public, and would lead to a reduction in the rates; 6365–6375. Has not formed any opinion whether it would be better for Government to work lines or grant leases. Hands in memorandum of comparative statement of weekly receipts from passenger traffic on Midland Great Western for year ending January 1865. A small reduction made this year in carriage of cattle, and a steady improvement has taken place in the traffic; 6376–6378. Wages increased in west of Ireland during last few years owing to emigration. Hands in table headed "Abstracts from half-yearly reports of Midland Great Western Railway;" 6379–6381.

Paper given in by witness:—Abstracts from the half-yearly reports of the Midland Great Western Railway of Ireland from July 1851 to June 1864, both inclusive, showing the amount realized from passengers, goods, and cattle traffic in each half year, and distinguishing between the returns of passenger traffic and revenue in each year; *App.* AG.

CLARK, MR. CHARLES. (*Analysis of his Evidence.*)

Is a merchant at Liverpool and chairman of the Chamber of Commerce; 1, 2. Great complaints of the charges on the goods traffic as compared with other places, the mileage rates being 20, 30, and 50 per cent., including terminal charges, in excess of those elsewhere. Numerous instances quoted, and returns (given in) referred to. Great want of accommodation also; 3–8. 30, 31. 38, 54, 55. 195–197. Uniform rates are charged by all the companies coming to Liverpool, there being a combination amongst them. Through charges are made, though the traffic may pass over several railways; 9–24. 29. Only two places where the charges are in excess of Liverpool; 25–28. The rates press especially upon heavy goods; 30–34. Tonnage inwards and outwards of Liverpool. The exports exceed those from all the rest of England; 35–37. Companies which are interested in the Liverpool traffic, and collect goods there; 39–43. Injury to the Liverpool trade, especially the salt trade, from above causes; 44–47. Also to the coal trade for want of accommodation; 48, 49. Diversion of the French trade also; 50–53. More accommodation might be given with present means, but further means also required. A new line wanted to Manchester; 56–58. Prices should be less to Liverpool than to other places. Reasons; 59, 60. No competition by water; 61, 62. Nor between the railway companies, though very desirable; 63–67. 138. Striking instance of diversion of traffic quoted; 67–69. The grievances complained of are of very old standing, and although occasional competition has temporarily remedied them, they now appear to be permanent; 70–76. Witness considers that the London and North-western Company do not adhere to the (Liverpool and Manchester) Act of 1826, which provides that a reduction of rates shall take place when the dividend exceeds 10 per cent. That point has in fact been considerably exceeded, but as the company calculate the profits over the whole line, instead of as between Liverpool and Manchester (between which places there is a greater traffic than between any other two in England), the reduction is not made; 77–82. Discussion of this point; 83–101. Witness believes that the provision above quoted is inferentially re-enacted in the Amalgamation Act; 101. Chamber of Commerce has never attempted to set up a rival company; 102. Railway companies meet complaints courteously, but give no redress; 102–104. Rates should be fixed at so much per mile, and a certain sum added for terminal expenses, irrespective of the distance traversed; terminal expenses not heavier in Liverpool than elsewhere; 105–110. At Liverpool the rates generally do not include collection and delivery, though at some places named they do; 111–116. 125–137. Witness believes that cartage can be done profitably at 10*d.* a ton; 117–124. A controlling power necessary to prevent the present waste of capital. Equal charges should be made for equal services. Railways should carry at their minimum price over their whole system, except in special cases; 139–145. Parliament should fix rates from each town on every railway on certain principles suggested, and there should be tribunal of appeal for exceptional cases. Rates should not be unequal to meet the case of cost of construction being greater at one part than another; 146–159. Rates to Liverpool are excessive and unequal; 160–162. Discussion of equalization of rates; 163–174. In fixing rates there should be a uniform charge for terminal expenses on all distances, and an equal mileage rate added; the latter, however, might be slightly higher for a short than for a longer distance; 175–181. 185–188. Interest on capital should be included in mileage rate; 182–184. Companies should not be allowed to make contracts with individuals to carry at lower rates than are charged to the public, as is now frequently done; 189–194. Lines at Liverpool are at times excessively overloaded for want of better accommodation; 195–197. An additional railway would be no improvement unless the charges were reduced. Probably a new company would not agree with existing ones to charge present rates. The difficulty is in getting a *bonâ fide* competition; 198–202. Witness considers the Liverpool and Manchester Act of 1826 to be evaded, that having provided for a reduction of rates if the profits went beyond 10 per cent. This point has been far exceeded, but by amalgamating other and worse paying lines this has been kept nominally below that amount, and the rates have not been reduced. A general reduction of rates by Parliament witness maintains would not be any breach of faith; 203–211.

[*For statements in answer to this witness's evidence, see* ALLPORT, Further Examination (1.) CAWKWELL, Further Examination. SMITHELLS.]

CLARKE, MR. SEYMOUR. (*Analysis of his Evidence.*)

Is general manager of the Great Northern Railway; 12,553. Has read the evidence given before this Commission; 12,554. With exception of those made by Mr. Smith and Mr. Gentel, very few complaints against

CLARKE, MR. SEYMOUR—*cont.*
Great Northern Railway. As to Mr. Smith's complaint, that rates for lump sugar and sugar in hogsheads are not the same, and that grapes are charged differently to onions, witness explains principle upon which charges are made. Classification generally complained of is the result of many years' experience. Is an annual revision of classification at a conference of goods managers, who meet to regulate the traffic, attend to complaints, and consider applications for reductions, &c. Variations in classification subject to revision of general manager or directors. Certain grievances of sugar trade were discussed and finally adjusted at one of these meetings. Names heads of different departments, and their duties. As long as companies keep within maximum, parties who feel themselves aggrieved have no appeal; 12,556–12,563. Ground upon which classification is based. Are two reasons why a different charge is made for articles differently classed. Classification does not agree with Parliamentary classification; is much more subdivided. Is possible that Parliamentary classification does not agree with clearing house classification. Act fixes a maximum but companies can go lower. Do not always charge same rate between two towns, although in same class in clearing house classification; circumstances which justify exceptions being made in charges; object of classification to generalize. In case of alteration of rates, do not remove goods out of their particular class, but would deal with them as special rates. No alteration from classification that is not in favour of the public. Articles taken from a lower class to a higher one, would be against public, but not in excess of the Act of Parliament. Discussion as to removing articles from one class to another. Classification quite necessary; 12,564–12,585. Has a classification of terminal charges; gives charges for the various traffic; no maximum fixed by Act; requisite charge should be reasonable, or public can appeal; is an expensive process; thinks unless maximum was defined, there should not be a cheap mode of appeal. Considers system of terminal charge is misunderstood by public, in consequence of original object for which railways were constructed not being adhered to. Unless maximum fixed was unreasonable, would be averse to allow persons to appeal to Board of Trade. Would not object to maximum being fixed by Act; would be no difficulty in arriving at maximum. In 1861 this question was taken up by Lord Redesdale and by chairmen of various companies, but was abandoned in consequence of opposition from Durham coal owners; ground upon which they opposed, "Hands in a map showing distances within which railway companies are bound to deliver goods and rates for carting; tendency for cartage expenses to increase; discussion upon these charges; 12,586–12,604. 12,692. 12,694. 12,705–12,711. 12,807. 12,924. Reason why terminal is included in the rate. Persons sending goods pay only a mileage rate. 12,605–12,608. 12,687–12,689. Rates as set forth in Acts of various companies are not uniform. Object of classification for through traffic. Nothing against revising Parliamentary classification; but it would amplify all the Acts and render difficult any alteration operating against public. A general classification might be included in a General Act; was included in one or two lately. Rate laid down by Parliament varies very little. Reason why there are a greater number of classes in practice than those contained in Acts of Parliament; gives number and description of the classes; 12,609–12,621. Charges in each class are not always uniform from same two points; exception chiefly in articles coming in great quantities and at a low price. Company not compelled to find waggons for coal or coke, do generally find them, and charge 9*d.* per ton; if coal owners find them they can charge public anything they please; 12,622–12,625. 12,636. In what way terminal charges in London are increased; could not be fixed. Mentions despatch required in delivery of goods. Do not bind themselves to deliver within a particular time; pays for delay when usual time exceeded; if carried at owner's risk a reduction made. In some cases a difference made for large or small quantities. Do not carry less than a truck load of coals; is charged at same rate (3*s.* 8*d.* per ton per mile) as for 50 trucks; are generally carried in train loads; 12,626–12,635. Never detains private waggons; if coal owners detained those of company, demurrage would be charged. Course adopted by company when they delivered the coals in London; considers that when they were prohibited from doing so, the public had to pay more for the coals; object was to get traffic, and not to make a profit; did employ a few clerks, but made no additional charge to public; would not be worth while to undertake the delivery now, was undertaken in order to get rid of prejudice against inland

CLARKE, MR. SEYMOUR—*cont.*
coal; traffic much increased. Used to carry coal in own waggons for coal merchants; took the risk of bad debts, and charged only for carriage and delivery; 12,637–12,659. 12,663–12,667. Number of agents accommodated at station is only limited by space; is about making an extensive siding at Nottingham. Depôts are let; method adopted; 12,659–12,662. Great Northern do not show any preference to coal owners; how coal trade managed at the small stations, and nature of arrangements made with the coal dealers; 12,668–12,686. Would be no objection to making terminal a separate charge, provided it were fixed by Act of Parliament. General terminal for coal 9*d.*, charge in London is 2*d.* Where maximum charged; 12,690. 12,691. 12,693. 12,695–12,697. 12,712–12,715. Rates including terminal are much within those authorized by Parliament; if terminal authorized would not charge it, as it would prevent competition by water; 12,698–12,705. Has carried coal at ⅜*d.* per ton per mile for four years; applies only to long distances; minimum distance for which that rate should be charged, and how traffic managed so that power of engine not wasted; 12,716–12,722. Coal traffic for full train loads profitable; does not know cost per ton per mile to company; elements that must be taken into account in determining cost; 12,723. 12,745–12,751. Number of tons one of the new engines will draw; their advantages; weight of engine and trucks; same rate charged before their introduction; they make a difference in the profit. Constant aim of locomotive engineer to decrease cost of his train per mile; does not know present cost per train mile of carrying coal; average cost of all engines, about 11½*d.* Coal engines are not much more, as they travel slower, and the wear and tear is less; wear and tear of permanent way greater with coal than passenger traffic; 12,724–12,738. 12,752. Engines never move more than 200 miles a day. A saving in using coal instead of coke. No objection to coal if smoke consumed; 12,739–12,744. One engine will take 50 or 60 empty waggons as compared with 30 or 40 loaded; 12,753. Company have considered practicability of communicating between passengers and guard; witness examined 193 inventions; doubts whether the best will answer; one has been in use 6 or 7 months on South-western line; going to try it on line from London to Leeds; fears it will fail at the junctions. How communications are made; thinks it will be necessary to impose some penalty for wantonly operating upon signals; 12,754–12,762. 12,948–12,950. Believes that a hand-rail outside to enable guard to communicate with carriages would be dangerous; has been stopped in France. American system of passage through trains would not be liked in England; 12,762, 12,763. Thinks that no legislative enactment could be made to promote safety of travelling public; interest of companies to carry public as safely as they can. In what way system of levying damages is unfair. Would limit amount of compensation in cases where passenger had not insured against accidents. Liability of shipowners limited under Lord Campbell's Act. If amount of compensation were limited companies would not be less careful. Might adopt system of charging a high fare if company took risk; in such a case would pay to maximum amount in case of accident. Gives amount paid for compensation in half year ending June 1865; bulk paid was for passengers; also gives profit and dividend paid for that period. Paid 24,000*l.* for compensations in 1865; 12,764–12,781. If any legislative enactment were passed to improve punctuality of trains, they would go slower. Great Northern are going to duplicate some of the Scotch and Manchester trains; 12,782–12,786. Thinks by having Government inspectors to inspect permanent way, the responsibility of companies would be relieved. Interest of companies to keep it up. Gives number of miles exclusive of sidings, and amount spent in 1865 on permanent way. All companies paying a fair dividend give attention to their line; 12,787–12,795. Evils that would result from a uniform system of mileage rates. Has been no demand made upon Great Northern for one. Result of competition is generally to reduce rates; 12,796–12,806. No Parliamentary enactment is necessary for facilitating interchange of traffic and through booking. Never heard of inconvenience at Sandey from trains not fitting in with cross country lines; through booking is now established; 12,808–12,810. 12,925, 12,926. Practice of obstructing another person's traffic quite gone by; 12,811, 12,812. In case of Newcastle train arriving two minutes after Midland train to Lincoln leaves Newark, witness states that it is unavoidable; such inconveniences would exist if railways under one management; is not done to force public to come from London to Lincoln by Midland; passengers would have to wait about two

CLARKE, MR. SEYMOUR—*cont.*—
hours. Mentions other cases where like inconveniences occur; discussion as to why passengers at Derby should not be able to book through *vid* Nottingham and Grantham to London; 12,813, 12,814. 12,817–12,827. 12,829–12,836. Company will run trains to Cambridge by Royston till 1st of April; line belongs to Great Northern; 12,815, 12,816. Does not recollect having any complaints from public as to delay between Great Northern and other lines; 12,828. Number of interbooking that now goes on is calculated by millions; if principle were carried out further would almost destroy system. Has through rates on every part of Great Northern system. Reason Midland cannot give so many facilities for through booking as Great Northern; 12,837–12,842. Has no suggestions to offer as to how convenience of public might be increased; 12,843. Passengers' luggage is charged for when above weight allowed; if an unreasonable quantity brought, duty of porter to weigh it, and charge for difference; are very liberal in this matter. South-eastern and London, Chatham, and Dover are more rigid in these matters; 12,844–12,847. 12,871–12,874. Runs a great many excursion trains in autumn; would not interfere by enactment with these trains; doubts whether they are profitable. Objects to monster trains as being unwieldy, getting in the way of everything, and endangering traffic; do not allow them on Great Northern line; are divided and sent by two separate engines, which is better than putting two engines to one train. Under what circumstances two are put on; 12,848–12,860. 12,886, 12,887. Passenger fares by Great Northern ordinary trains are uniform throughout system, and nearly at maximum. Effect of competition with Midland during time of Manchester Exhibition. Reason Great Northern did not lose considerably by these trains; 12,861–12,870. Is not in favour of introducing into England the distinction with regard to goods traffic existing abroad between quick and slow transit; 12,875. Company very seldom send a half-loaded train; 12,875–12,877. In Lincolnshire, where line level, trucks are put on to most passenger trains. Confines the third-class to two trains; this traffic would increase if there were greater facilities of travelling, but believes it would be detrimental to shareholders. Cultivates third-class traffic only in Lincolnshire; 12,878–12,882. Why market trains in Lincolnshire were put on; the answer, and induce people to travel; 12,883–12,885. Would be impossible to lay down regulations by Parliamentary enactment, as to interval at which trains should follow each other; better to leave matters to responsibility of company. Has rules which compel a station master to detain a train five minutes if one immediately before it, and then caution signal is shown for five minutes. Should be an interval of five minutes between starting of trains; 12,888–12,895. Great Northern have a system of telegraphing from station to station; is about to be extended; same system on all lines out of London for a certain length; is done by the companies at great expense, but advantageous for working of traffic as well as safety of public. Have established intermediate signal stations; system applicable as far as Hitchin (42 miles); are four between London and Hitchin; 12,896–12,906. Was originally the intention to lay down four rows of rails for some distance out of London; the tunnels are only made for two; are making duplicate lines through a district not then served; 12,907–12,910. Reasons why witness is averse to Government purchasing the railways. Would depend very much upon the regulations whether it would be advantageous that Government should possess the railways, and lease out each separate district; believes result would not be beneficial to the public. Same answer would not apply in the case of line of one company being leased by another company. In what case it might be to the interest of a company not to develop traffic beyond a certain extent; 12,911–12,919. If various lines in Ireland were leased to some of the great English companies, they should be leased in perpetuity, otherwise they would only develop the traffic which paid; 12,920–12,923. Average cost per mile travelled on all the railways in England is about 2*s.* 6*d.* Cost of permanent way becomes heavier every year; 12,927–12,931. Some rails have been down 20 years and are good now, whilst others wear out in three years. Is a doubt whether steel rails, although more costly at first, would not be cheaper in the end; 12,927–12,936. Thinks there is no prospect of railway being constructed cheaper; 12,937, 12,938. In some cases company run a great number of carriages very partially loaded in passenger trains; which adds to the cost. Tendency by making carriages more commodious to increase their weight; 12,937–12,942. Thinks foreign railways are worked at less cost than English; elements that render them cheaper. Cannot enter into question whether they cover more than 30 miles an hour, for instance 210 miles in seven hours; 12,843–12,847.

Papers given in or referred to by witness:—Statements showing the charges for carriage of timber and deals, chemicals, sugar, and sundries, to and from Liverpool as compared with other places; *App.* A. Declared real value of total exports from ports of Bristol, Hull, Hartlepool, Grimsby, London, Gloucester, and Liverpool in 1863; *App.* B. Extracts from Act 8 & 9 Vict. c. 198, for consolidating the Bolton and Leigh, Kenyon and Leigh, Liverpool and Manchester, and Grand Junction Railway Companies; *App.* B*. Remarks by witness on Mr. Cawkwell's evidence, *App.* BT.

CLASSIFICATION OF GOODS AND CHARGES. *See* RATES AND CHARGES, &c., 1.

CLEARING HOUSE:

Witness considers arrangements of, so convenient, that he would carry them out by Act of Parliament; *Lees* 9464.

Suggestion that manufacturers should be admitted to benefits of; *Corbett* 10,896. Inconvenience from there being no clearing-house system between narrow and broad gauge; *ib* 10,910. Regulations of clearing house as to companies repairing damage done to other companies' stock; *Brown* 11,116. These should be made to apply to private owners' stock also; *ib.* 11,125–11,142. Discussion of this point; *ib.* 11,143–11,155.

Present composition of clearing house, and suggested modifications; *Sherriff* 16,409–16,411.

Clearing house terminal being, from the necessity of the case, merely a rough arrangement between companies, it could not possibly be adopted for the public; *Allport* 16,930. 16,937.

Statement from the Irish railway clearing house on the subject of sea risks between Great Britain and Ireland; *App.* BZ. General classification of goods by merchandise trains upon railways; *App.* CP.

COAL TRADE, BELGIUM:

Not nearly so advantageous as that of Prussia; the coal seams are much thinner, and prices are kept up by combination; *Mulvaney* 1206.

See also RATES AND CHARGES, &c., 6.

COAL TRADE, ENGLAND:

1. *Generally.*
2. *Great Northern Railway.*
3. *Great Western Railway.*
4. *London and North-western Railway.*
5. *Midland Railway.*
6. *North-eastern Railway.*
7. *North Staffordshire Railway.*
8. *South-eastern Railway.*

1. *Generally:*

Great want of accommodation for trade at Liverpool; *Clark* 48, 49; this is now being remedied. Explanation of a recent change in terminal charge; *Cawkwell* 11,442–11,447.

Rates are lower in Belgium than in England; *Fassiaux* 3117–3119.

Coal in London is double the price that it should be; can be carried from the north by rail at less than half the cost by ship; desirability of cheapening it to the general public, especially the poorer classes, also to manufacturers and shipowners; disadvantages under which the latter labour in London and other southern ports from its dearness; important letter on this subject; *Galt* 7382–7386. 7477. Impossible to carry coal at the prices Mr. Galt states; *Allport* 13,834–13,838. 16,943. It could be brought to London cheaper than it is at present; *ib.* 13,839. The annual supply to London is between five and six million tons, of which 2,300,000 come by railway; *Galt* 7387, 7388. Favouritism shown by railway companies, and impediments thrown in the way of coal owners in certain instances; *Wooler* 9567, *et seq.* Answer to this; *MacNay* 13,966, *et seq.* Obstructions by Midland Railway to coal trade at Nottingham; *Hutchinson* 9768–9808; *Brentnall* 9824, *et seq.* Witness thinks that coal is (or could be) carried at ¼*d.* per ton per mile; *Williams* 10,311–10,318. Witness (manager of Great Western Railway) knows of no such instance; *Grierson* 11,843.

COAL TRADE, ENGLAND—*cont.*

1. *Generally*—cont.

Defence of system adopted by Midland Company at Nottingham, in answer to complaints of Mr. Brentnall; *Allport* 12,502, 12,503. System of North-eastern Company at same place; *ib.* 12,504, *et seq.*

If a uniform mileage rate were adopted, the supply of coals to London would be greatly reduced and the price enhanced; some particulars of the present carrying arrangements and rates; *Cawkwell* 11,637–11,644. On London and North-western line coal owners find all the trucks; these generally go back empty; company return them free, but do not pay demurrage if they are detained on the line; *ib.* 11,645–11,650. Carrying rates on coal; *ib.* 11,651–11,654.

Particulars of matters which govern coal rates; *O'Brien* 12,003–12,014. ½*d.* a ton is barely a paying rate for 30 miles; *ib.* 12,015–12,017.

Stockton and Darlington Company carry coal and coke at ¾*d.* per ton per mile, and find waggons; witness does not think that a reduction in the rate would materially increase traffic; *MacNay*, 13,993–14,002. 14,012.

The only traffic materially affected by the gradients is coal traffic; *Hawkshaw* 14,405.

Companies are bound by law to forward coals, &c. within a given time, but there seems no obligation as to delivery; *Lancaster* 15,666–15,668. Desirability of uniform maximum rates on coal; *ib.* 15,669.

Details of a suggested plan for a separate economically constructed line from the north of England to the eastern side of London, by which 1,500,000 tons of coals could annually be conveyed at ¼*d.* per ton per mile, besides other matters. Line could be constructed for 10,000*l.* a mile. Speed of trains to be 15 miles an hour. History of attempt to establish such a line, and full statement of particulars, and advantages of scheme; *Bidder* 16,186–17,031. 17,046. Particulars of expenses, working, maintenance, &c., and of probable returns, tending to show the desirableness and practicable nature of line suggested; *ib.* 17,046–17,070. 17,139–17,143.

Observations by the proprietors of Wingerworth colliery, near Sheffield, on the railway companies' working of coal traffic; *App.* BV.

See also ALLPORT. CAWKWELL. GRIERSON. LANCASTER. MACNAY. NORTH-EASTERN RAILWAY. O'BRIEN. RATES AND CHARGES. WRAGGE.

2. *Great Northern Railway:*

Company make no difference in charge on account of quantity sent, but do not take less than a truck load; *Clarke* 12,632–12,635. They provide a large number of the waggons, and charge demurrage if they are delayed; *ib.* 12,636–12,638. Company at one time carried on a large trade on their own account in London, but were compelled by law proceedings, brought by coal merchants, to abandon it, in consequence of which price to consumer has considerably increased (to the extent, witness believes, of 3*s.* a ton). Company used to pay a contractor 2*s.* 6*d.* per ton for delivering within five miles; *ib.* 12,639–12,651. 12,662–12,667. It would not be worth the while of any railway company to go into the coal trade now; the chief object of Great Northern Company doing this was to break down the prejudice against inland coal; *ib.* 12,651, 12,652. Company carried for merchants as well as themselves, and made very few bad debts; *ib.* 12,653–12,657. The only limit to number of agents who can have their coals is the space, which is being continually increased. Particulars of letting of sidings and delivery of coals to traders; *ib.* 12,659–12,662. 12,669. Company give no preference to any collieries; *ib.* 12,668. Any one can send coals at the established price, but at small stations the number of occupiers of the depôts is necessarily limited; *ib.* 12,670, 12,671. 12,676, 12,677. Owners who send and merchants who receive coal brought by company; *ib.* 12,673–12,675. Further particulars of coal trade at the company's stations; *ib.* 12,678–12,686. Company's terminal charges; *ib.* 12,695–12,705. 12,712–12,715. Company have now for four years carried coal at three-eighths of a penny per ton per mile for long distances; *ib.* 12,716–12,722. Some think this is done at a loss, but witness thinks otherwise; *ib.* 12,723. By getting hauling power out of the tender as well as the engine, a much heavier load is now drawn, but the coal was carried at the above low rate before this was introduced; advantages to the coal traffic of this improvement; about 30 per cent. power is gained by it; *ib.* 12,724–12,728. 12,738. The above low rate has no doubt been brought about by the competition between railway and seaborne coal; *ib.* 12,729. Reiteration of witness's opinion that three-eighths of a penny per mile produces a profit; he cannot state the cost, but it could be ascertained; *ib.* 12,745–12,751. Mineral traffic wears permanent way more than passenger traffic; *ib.* 12,752. An engine can take 50 or 60 empty waggons as compared with 20 or 30 when loaded; *ib.* 12,753. Company now carry coal at ¾*d.* per mile; by a more economical working it might be done at $\frac{1}{16}$th less with a profit; *Sturrock* 17,878. Improved tenders for coal traffic; *ib.* 17,879–17,882.

3. *Great Western Railway:*

Company have a regulation requiring station masters to give immediate notice to owners of waggons of any break-down; company used to repair them in these cases themselves, and would prefer to do so, but that so many disputed accounts arose; *Grierson*, 11,894, 11,895.

Company, who have a large mineral traffic, now carry coal at ⅝*d.* per ton per mile, owners finding waggons. This only pays with full train loads, and over a very level country; *Gooch* 17,550–17,561; it has only been done since middle of 1865, and although tonnage has increased considerably, receipts have fallen off. Previous rates were $\frac{7}{16}$*d.* to ½*d.*; *ib.* 17,562–17,567. Alleged instance of an exorbitant rate charged by company; *Lancaster* 15,563–15,590.

4. *London and North-western Railway:*

Witness explains the case of the London and North-western Company giving rates for coal that would not admit of his sending them to London; *Bidder* 4363. London and North-western Company has no through arrangement with Irish companies with respect to coal, but about to establish a trade by joining some of the Lancashire coal owners in making low rates to Liverpool for purpose of shipping coal to Ireland. Coal owners have no shipping trade from Liverpool; is principally down to the northern ports. London and North-western Company have applied to Parliament for authority to make a line from Wigan to St. Helen's to join the St. Helen's railways, which will give an access to Widnes and Garston, considerable places for shipping purposes; *Cawkwell* 5237, 5238.

Complaint by manager of Cannock Chase and Lintz collieries of unsatisfactory working of their traffic by London and North-western Railway Company. Great delay in forwarding their waggons, entailing a loss of 3,000*l.* a year for demurrage, the waggons standing idle meanwhile, the work of the collieries sometimes suspended, and a large amount of business lost; *Brown* 11,070–11,093. Delay is caused by want of locomotive power and station accommodation. As railway companies are bound to pay demurrage on trucks of other railway companies, they give them the preference, and keep carriages of private owners waiting their convenience; *ib.* 11,094–11,099. A number of cases cited, in some of which waggons have been injured in transit, and delayed weeks and even months, owners having themselves eventually to repair them; *ib.* 11,100–11,115. 11,117–11,124. Clearing-house regulations as to companies repairing damage done to other companies' stock; *ib.* 11,116; these should be made applicable to stock of private owners also; *ib.* 11,125–11,142; discussion of this point, and of the question of supply of waggons for mineral traffic generally; *ib.* 11,143–11,155. If no delays took place, one-half the present number of waggons would suffice for the traffic; *ib.* 11,165. Great delay (especially at junctions) from want of through rates; *ib.* 11,183–11,195. Particulars of rates charged by companies; *ib.* 11,196–11,213.

5. *Midland Railway:*

Increase of coal traffic on Midland Railway in the last 17 years. Do not send any coals to Ireland. Mileage rate to London varies according to distance and circumstances; states *modus operandi*. Highest rate does not exceed 1½*d.* per ton per mile, lowest about ¾*d.* Rates do not include use of waggons or terminal charges; terminal charge in the country and in London. Same rate for large as for small quantities; *Allport* 5311–5324. 5336, 5337.

In answer to complaints that companies compel coal owners to find their own waggons, witness states that they have preferred to do so, that he is himself in favour of companies providing them; *Allport* 13,634. One or two collieries would like companies to find them, but if done

COAL TRADE, ENGLAND—*cont.*

5. *Midland Railway*—cont.

at all it should be general; *ib.* 13,635. A less number would be required and a great deal of labour saved; *ib.* 13,636–13,639. Trucks now carry five to ten tons; six or eight tons the most convenient to work; *ib.* 13,640–13,642. Denial to statement that Midland Company compelled alterations in waggons of Wingerworth Company, and allowed others to remain unaltered; *ib.* 13,643–13,645. Denial also to statement as to time occupied in taking coals from Clay Cross to Derby. Company have no control over the waggons, they are loaded by owners and consigned to their own people; *ib.* 13,646–13,650. It would cost too much now for company to buy up all the waggons; *ib.* 13,651–13,655. 13,686–13,690. If waggons belonged to railway company, there would be no difficulty in satisfying trade that they were fairly dealt with. Instances of companies owning waggons, and of the system working well; *ib.* 13,691,13,692. No goods waggons belonging to independent parties, the arrangement is peculiar to the mineral traffic; *ib.* 13,695, 13,696. Coals being frequently sent by owners before they are required, great delay constantly occurs in getting the waggons emptied; if company provided them they would rigidly enforce a fine for delay; such a regulation is in existence now, but is only enforced in extreme cases; *ib.* 13,697–13,702. Some do not agree with witness as to desirability of company providing waggons; it would scarcely make an appreciable reduction in price; *ib.* 13,703–13,710. Companies endeavour to get the greatest possible amount of work out of every waggon, it would be adverse to their interests to have the Wingerworth or any others idle; *ib.* 13,711–13,715. Reasons why witness wholly disapproves of one common stock of waggons for all the railways; *ib.* 13,715, 13,716. Hire of stock from rolling stock and waggon companies; *ib.* 13,717–13,721. Waggons are now more profitably worked than formerly; *ib.* 13,722, 13,723. Delay complained of by Wingerworth Company is caused by circumstances beyond control of railway company; *ib.* 13,664. Course adopted by Midland Company in cases of damage to colliery companies' waggons, and reasons for its adoption; *ib.* 13,664–13,667. Cause of Wingerworth Company's waggons getting more injured than others; *ib.* 13,668–13,670. Discussion of particular instances of damage to some of these; *ib.* 13,671–13,673. Explanation to show that company's rates are so graduated as to allow collieries to compete fairly with each other; *ib.* 13,674. Company make a reduction on gas-coal contracts of more than 500 tons per annum, or on a smaller quantity in certain cases; *ib.* 13,675–13,678. Company has no separate charge for large or small quantities. There is not the slightest foundation for statement that "lower rates are "given to large collieries for gas coals, and on quantities "which smaller collieries cannot raise;" *ib.* 13,679. Reason why at some colliery junctions a charge is made for siding accommodation and signalmen's wages; *ib.* 13,679–13,681. Communications from coal merchants at Nottingham, stating that company's arrangements there work very satisfactorily, and have not caused any advance in price; *ib.* 13,682, 13,683. In December 1864, out of 1,571 waggons sent to Nottingham, four only were from Wingerworth; *ib.* 13,683. Enormous development of coal district in the last 25 years from facilities afforded by Midland railway; a similar increase, witness believes, is going on throughout the country; *ib.* 13,790, 13,791. Company use every effort to extend their coal traffic; *ib.* 13,797. Some particulars of cost of conveying coals; it could not well be lower than it now is; average cost per train mile is 2*s.* 4*d.*, which is nearly doubled by waggons returning empty. Better to take 500 tons in two trains of 250 tons each than in one. Present prices of coal at the pit's mouth. Prices have risen lately, and are likely to continue to rise; *ib.* 13,834–13,857.

6. *North-eastern Railway:*

Partial conduct of company in conducting coal trade, to the great injury of witness; *Oxlade* 1876–1924. Denial of Mr. Oxlade's statements; *O'Brien* 12,061–12,064. Mr. Oxlade's statements are "scandalous and "untrue," "a fabrication from beginning to end—a "tissue of untruths, without one fact to hang them "upon." Evidence given in, and letters read to show this. Mr. Oxlade is "either revengeful or mad, witness "does not know which;" *Sherriff* 16,257.

History of main principles and system upon which North-eastern Company carry on their coal trade; discussion of its advantages, &c.; *O'Brien* 12,064–12,122.

COAL TRADE, ENGLAND—*cont.*

[*For detail, see* NORTH-EASTERN RAILWAY COMPANY.]

Company contend that they are not common carriers, and can therefore refuse to carry for any particular individual if they think fit; and that legal decisions confirm this view; *ib.* 12,127–12,135. Particulars of company's coal rates; *Harrison* 15,229–15,233. Discussion as to those between Cleveland and London and between Staffordshire and London; *ib.* 15,234–15,236.

7. *North Staffordshire Railway:*

From peculiarity of line North Staffordshire Company have found it desirable to provide all the waggons. This has given general satisfaction to the colliery owners. Witness believes it to be the best plan for mineral traffic; advantages stated; *Morris* 14,176–14,186. 14,192–14,195. Most of the mineral traffic of the country, however, is carried in owners' waggons; *ib.* 14,196. Company's terminal charges vary from 3*d.* to 6*d.*; causes of this variation; 14,273, 14,274. 14279. Company charge something extra where they have to find siding accommodation for marshalling and shunting freighters' trains, as that involves considerable outlay. If a uniform terminal were laid down, it must be so heavy as to act prejudicially in some cases; *ib.* 14,331–14,337.

8. *South-eastern Railway:*

Coal traffic into South-eastern Company's district is too small to warrant them in entering into extensive through arrangements; *Eborall* 16,102–16,117.

COAL TRADE, GERMANY:

Twenty years ago, in consequence of high rates, coal was not carried by railway more than 50 miles from certain parts from where, rates having been since reduced, it is now carried 500 miles. History of the struggle by witness and others to obtain this reduction, and conditions under which it is maintained; *Mulvaney* 1056–1060. 1063–1065. 1082, 1083. 1237–1239. The old rates exceeded the value of the coal carried; *ib.* 1061. 1073–1079. Perfectly successful working of the low rate; *ib.* 1062. In consequence of State jealousies the rates are not the same on all the lines. Reduced rate is rather less than $\frac{1}{2}d.$ per ton per mile (a little under the English rate), but in some instances a terminal charge is made of 3*s.* per waggon of five tons at each end of the system; *ib.* 1066–1069. The arrangement is very satisfactory to the railway companies. The Dutch-Rhenish line, from having no trade in coal, had last year 147,000 tons from Germany alone; *ib.* 1070, 1071. English coal is taken chiefly by canal to Berlin; *ib.* 1080. 1081. Highly satisfactory results of low rates; the system in consequence spreading; the collieries of Westphalia can now scarcely meet the demands upon them; particulars of these collieries; *ib.* 1091–1097. Discussion as to terminal expenses; *ib.* 1139–1147. Principles upon which coal rates were fixed; *ib.* 1261, 1262. Other produce not carried at the same rates; *ib.* 1263–1265. Witness believes coal could be carried to Paris as cheaply from Germany as from England; *ib.* 1280–1284. Circumstances connected with development of coal traffic not exceptional in Germany in consequence of the coldness of the country and the expense of fuel; the private consumption unimportant; before construction of railways wood was used for manufacturing and domestic purposes within a few miles of the coal pits. Increase of consumption of coal did not take place until rates were reduced; *ib.* 1863–1866.

COAL TRADE, IRELAND:

Rates for carriage of coal $\frac{3}{4}d.$ to 1*d.* per ton per mile; *Mulvaney* 1184. Witness believes that the free introduction of coal, coupled with low rates, by developing its mines, manufactures, agriculture, &c., would be the greatest benefit that could be conferred upon Ireland; *ib.* 1189–1195. Undeveloped mineral and other wealth of the country; *ib.* 1198–1204. In the eastern ports coal is generally cheap, but for a reduction of prices generally more facilities are required at ports for unloading, &c., and for distributing the coal throughout the country; *ib.* 1207–1218. Reasons why same principles cannot be applied in Ireland to produce low rates for coal as are acted upon in Germany; *ib.* 1266–1270. Introduction of English coal into interior of Ireland would lead to development of the coal districts which exist there; *ib.* 1847. Rate for coal double what it is in England; *Forbes* 1465, 1466. Coal trade very limited in consequence; *ib.* 1472–1521. Witness could not persuade company to reduce sufficiently; *ib.* 1489. Believes any loss from reduction of coal rates would be repaid in a year; *ib.* 1803. For use on railways,

Coal Trade, Ireland—*cont.*
coal preferable to peat; *Mallet* 2144. Most important to get coal into Ireland at a cheaper rate than at present; means necessary for accomplishing this; believes it could be carried profitably for distances of not less than 100 miles at ¼*d.* per ton per mile with back freights, and ½*d.* without; in England 1*d.* gives a profit of 200 or 300 per cent.; *ib.* 2146–2160. 2172–2177. 2181–2183. Believes back carriage could be obtained; *ib.* 2165–2171. 2191. Want of steam colliers and mechanical coal-whipping at Dublin materially increases cost; *ib.* 2162–2164. Class of manufacturing industry to which coal is chiefly applied; *ib.* 2186–2191. Cause of failure of attempt to smelt iron with turf; *ib.* 2197, 2198. High price of coal at Limerick; *Tinsly* 2469–2480. Reduction of rates would increase coal trade; would be ready to make a branch to certain mines in Tipperary if there were reasonable hopes of a return; *Longfield* 2824–2831. 2854–2860. Coal trade with Dublin capable of considerable expansion; rates; *ib.* 2916–2934.

Witness thinks a coal trade will never be established in the west of Ireland, as turf is so much cheaper, and is universally used; *Earl of Lucan* 3034–3037. Reason why coal is carried more cheaply from Waterford to Tipperary than from Limerick to Tipperary; *Malcolmson* 3507–3509. Witness believes that the railway carries all the minerals produced in the district; more proposals made to company to bring back coal for smelting purposes than to carry increased quantities of minerals; the trucks now bring back Indian corn and breadstuffs; *ib.* 3562–3568. Quantity of coal, though considerable, not increasing, there being few manufactories in the district; *ib.* 3569. Witness does not think with present gradients that coal could be carried for ¼*d.* per ton; is connected with a German company which carries at ½*d.* per ton, the gradients being good; *ib.* 3632, 3633. On English lines coal rate not more than ½*d.*, companies finding the waggons; on the continent they are not found; on Cologne and Minden line, coals are carried into Holland at ½*d.* per ton at a profit; in Ireland the rate is more than 1*d.*; from Waterford to Clonmel exactly 1*d.*, there being river competition; *ib.* 3636–3645. Introduction of coal into centre of the country becomes more important every year. Has observed a tendency to discontinue use of turf. If coal was cheaper, and the empty cattle trucks returned laden with same, the consumption would increase; *Hemans* 3921, 3922. If railway companies make a large reduction in cattle rates, and bring back coal from Dublin for ½*d.* a ton per mile in the same trucks, it would pay in the end; *ib.* 3923. Turf cannot be used so economically for steam-engines as coal; all attempts to compress turf into a small compass have commercially failed; three times the bulk of coke or coal. By the time good turf is dug, dried, kept, and sent to market it is not a cheap article; only burned on railways to light the fires; is possible, if you get an engine established near a peat bog, to drive it with turf at a low rate; *ib.* 3926–3932. Flax mills and cloth and woollen manufactories would be established if rates were reduced. Manufactories in England have been established near to where fuel is produced. A good deal of water power would come in aid of Irish manufactories; where there is large water power and auxiliary steam it ought to be able to compete with steam power. Thinks manufacturers in Ireland using water power could compete with English manufacturers using steam power; *ib.* 3933–3937. One engine would not take more than 210 tons of coal; *ib.* 3938–3942.

Where there is an increase of tonnage rates for coal and coke it must be attributed to wet years and difficulty in getting turf; *Ennis* 4117–4122. Witness dissents from opinion that by reducing rates for coal to ½*d.* per ton per mile it could be delivered to all parts of Ireland for 16*s.* or 17*s.* per ton, as that is the price paid at Dublin. Gives price at the quays, cartage paid, and cost of delivery to certain places; *ib.* 4123–4133. 4139–4142. 4146, 4147. Proportionate consumption would not increase by reducing to ½*d.* per mile; *ib.* 4134, 4135. Cheaper for witness to burn coal than turf. In wet seasons the latter is worthless; *ib.* 4136–4138. 4148–4150. Reasons why the masses could not use coal; *ib.* 4151, 4152. A full train load consists of 40 or 50 trucks; one locomotive would take about 120 tons of coal. Trade in coal does not exist, the quantity required being small and use of it opposed to habits of the people; *ib.* 4153–4159.

If rates for coal were same in Ireland as on the Great Eastern there would be a large increase in traffic. The rate from Peterborough, 100 miles, is 108 farthings, the coalowners finding the waggons, the terminal charge being 5*d.* If Irish cottagers could get coal they would use it. Consumption both for manufacturing and domestic purposes would increase. Witness thinks it could be delivered at stations in central parts of Ireland for ⅜*d.*, and 5*d.* for terminals; price at Dublin quays. Unless under 20*s.* the Irish poor would not use it; *Bidder* 4236–4245. 4364–4366. 4440, 4441. If coal were carried for ⅜*d.* instead of ¾*d.*, as at present, it would not require three times existing traffic to make up for reduction, as goods trains would then be filled; *ib.* 4334. If coal rates were reduced from 1*d.* to ⅝*d.* in a lead of 50 miles, 2*s.* 6*d.* per ton would be saved; *ib.* 4340. As to expediency of carrying coal at ⅜*d.* per ton per mile; *ib.* 4381.

Coal trade on Great Southern and Western a small but increasing traffic; rate, 1*d.* per ton per mile; *Haughton* 4539–4546. Use of coal in interior of Ireland chiefly confined to the gentry; *ib.* 4547. Correction of statement of a previous witness as to tonnage on coals; *ib.* 4721. Witness thinks coal traffic will steadily increase, though perhaps slowly; reduction of rates would slightly accelerate increase; classes who chiefly use coal; *Murland* 4739, 4740. 4799–4805. Coals brought to Drogheda by a good fleet of sail and steam; railway comes near to the water; prices; *ib.* 4806–4814.

No through rates for coal between London and North-western and Irish companies; *Cawkwell* 5237. If certain arrangement with Lancashire coal owners be carried out, coals will be much cheaper in Dublin and in the interior of Ireland, and a large trade will be established; *ib.* 5240–5245. If a free-trade policy were adopted, coal trade could be very much developed; *Allport* 5312. If a fair mileage rate established, witness believes Yorkshire coal could be delivered in Dublin for 12*s.* 6*d.* or 13*s.* per ton. If coals were conveyed to Ireland by screw steamers as they are between the north and London, with same rate for long distances as on Midland, the whole of Ireland could be freely supplied with English coal. Is aware that there is no communication in Dublin between railways and the wharves. Cartage makes a considerable additional charge. Assuming that railway charged ½*d.* per ton per mile, there is no reason why coal should not be sold at stations in extreme west of Ireland for about 16*s.* or 17*s.* per ton. Obstacles that prevent attempts being made. Boards and managers of some large English companies think that company could carry at ½*d.* per ton per mile; *ib.* 5325–5334. Has always found temporary loss follow reduction of rates, but generally there has been a gain in the end; *ib.* 5335. Occasionally still reduce rates and find it answer; no reason why it should not answer on Irish lines; *ib.* 5336–5339. Very little coal wanted for manufactures except in the north, water power being sufficient; *Dargan* 5597. Large increase of coal traffic on Derry and Coleraine Railway on reduction of rates; *Roe* 5744, 5745. Consumption of coal would increase and manufactures be encouraged by reduction of rates; *ib.* 5875–5878. Coal trade and rates on Belfast and Northern Counties system; *Lanyon* 6104–6110. As to effect of reduction of rates in increasing consumption; comparison of English and Irish rates and working; *ib.* 6114–6124. Price and description of coal used in north of Ireland; *ib.* 6125–6128. Great facility for coal traffic in Belfast harbour, tramway of Belfast and Northern Counties line running down to quays; *ib.* 6237. Coal not likely to supersede turf in the interior of Ireland; *Macfarlane* 6547–6550. Cheap coal would be a great blessing to Ireland; consumption increasing; witness considers 1*d.* per ton per mile a reasonable rate; *Parker* 6890–6893. Cheap coal would be a great boon; consumption in the interior rapidly increasing; very desirable to get it carried at ¼*d.* a ton per mile; 1*d.* is the present charge; reduction to ½*d.* would cause large increase; prices of coal; *Bewlay* 6930–6951. If rates reduced to ½*d.* a mile, witness believes that great advantage to the country would follow; is supported in this opinion by good authority; *Barrington*, 7221–7240. Variable prices and want of better arrangements for unloading vessels in Dublin; new arrangements in prospect; *ib.* 7241–7248. Discussion as to means of reducing price; *ib.* 7249–7254.

Increased traffic in coal may be expected; reasons; *Hancock* 7644, 7645.

Memorandum on coal trade, Ireland, by W. R. Sullivan, Ph. D.; *App.* BL.

Coleraine:

Injury to town from differential rates in favour of port of Londonderry as against Portrush; efforts now making to open navigation up to Coleraine, in order to be independent of railways; *Macauley* 7288–7315. Town has water communication inland; *ib.* 7328–7330. Population

COLERAINE—*cont.*
not much increased since railways opened; *ib.* 7331. Difficulties arising from there being so many companies concerned in conveying goods to England or Scotland; *ib.* 7333.

See also MACAULEY.

COLLECTION AND DELIVERY OF GOODS:
At Liverpool, may be done for 10*d.* a ton; *Clark* 117–124. This assertion called in question; *Cawkwell* 11,457. Should be conducted by private enterprise; *Fassiaux* 3073. Coal carted in Dublin at 1*s.* 6*d.* a ton; *Ennis* 4140. Particulars of, at Dublin; *Haughton and Murland* 4563–4572.

Traders cannot get a station-to-station rate and collect and deliver their own goods; companies allow a rebate if goods are brought to them, but insist on keeping delivery in their own hands; *Gibbs* 10,804–10,809.

A uniform charge should be fixed for cartage throughout the country, with one or two exceptions for such places as London, which should each have a special fixed charge. Companies should be under legal obligation to collect and deliver, with certain exceptions; *Brown* 11,251–11,269.

See also RATES AND CHARGES, 6.

COLONIAL RAILWAYS. *See* FOREIGN AND COLONIAL RAILWAYS, 5.

COMBINATION. *See* COMPETITION.

COMMERCIAL PRINCIPLE:
All railways should be constructed upon; *Hancock* 7610–7622.

If uniform mileage rates were adopted, present system of working on commercial principles must be departed from; *Smithells* 13,061.

Must be applied to railways as well as to other matters; *Bidder* 16,696–16,699.

COMMERCIAL SEAPORTS:
Comparison of the railway service in France and England between the metropolis and various commercial seaports; *App.* DM.

COMMERCIAL SPECULATIONS:
Table showing want of success of Irish railways as; *App.* AZ.

COMMUNICATION BETWEEN PASSENGER AND GUARD, &c. *See* SAFETY OF RAILWAY TRAVELLING, 3.

COMPENSATION:
Officers of Irish companies would object to amalgamation unless they received compensation; *Dargan* 5495.

Carrying trades injured by reduction of railway rates could not expect compensation; *Galt* 7581–7585.

COMPENSATION FOR ACCIDENTS:
The present unlimited liability of companies for accidents keeps fares higher than they otherwise would be, and hinders enterprise; if very valuable lives travel, value should be declared, and insured accordingly; *Hancock* 7697–7699.

Witness is not prepared to suggest any improvement in the present law, though he considers a jury a very unfair tribunal towards a wealthy railway company; *O'Brien* 12,311–12,314.

Amounts for which companies are liable should be limited; Great Northern Company had in one case to pay 13,000*l.* because the passenger killed happened to be the father of 13 children; they cannot protect themselves by charging a higher fare on a valuable life; *Clarke* 12,764–12,773. A plan suggested for carrying at a lower fare those who would travel at their own risk; *ib.* 12,774, 12,775. Great Northern Company in a recent half-year paid for compensations 9,627*l.* out of a profit of 264,000*l.*; *ib.* 12,776–12,780. In 1865 they paid 24,000*l.* (their capital being 16,065,000*l.*); *ib.* 12,781.

If Board of Trade should be invested with greater power over railways, companies should be released from present liability for accidents; *Huish* 15,954.

Witness considers that South-eastern line, of which he is general manager, has been considerably victimized, and thinks that some modification of the law is needed. There should be a maximum, beyond which companies should not be liable, and it should be regulated somewhat by amount of fare paid. London, Chatham, and Dover Company have such a provision in one of their Acts; *Eborall* 16,223–16,246. Amounts which companies

COMPENSATION FOR ACCIDENTS—*cont.*
have had to pay of late years have pressed heavily upon their profits. In the last 10 years South-eastern have paid about ½ per cent. this way. The Staplehurst accident alone will cost them nearly 70,000*l.*; *ib.* 16,247–16,252. If law allowed companies to pay by way of annuity, it would sometimes be fairer to them; *ib.* 16,254. Note given in by witness, entitled "Precedents "for the alteration of the law in regard to the liability "of companies in the case of accidents to passengers by "railway;" *ib. after* 16,254.

Sum to be paid for injury should be limited, and should bear some proportion to fare paid; *Teulon* 16,527–16,531. Present system leads to great immorality in class of men employed in obtaining compensation. In a recent instance, a gentleman who was (as he himself considered) liberally compensated with 300*l.*, had 1,000*l.* offered to him by his attorney on the risk of what he might be able to get from the company; *ib.* 16,532, 16,533. Witness believes that if amount were limited, the maximum would generally be paid. Particulars stated of a very gross case, showing liability of companies to imposture, and necessity for limit; *ib.* 16,534–16,538. A fair limit would be 1,000*l.* for first class, 500*l.* for second class, and 250*l.* for third class passengers; companies would rather pay this in most cases and avoid present risks and liability to legal and medical expenses; *ib.* 16,539–16,542. 16,550. 16,573. Such a rule exists in the case of horses, liability being limited to 50*l.*; *ib.* 16,543–16,549. Juries being generally adverse to companies, it is desirable that some other tribunal should decide amount of compensation, leaving to jury only question of fact; *ib.* 16,551–16,553. Taking a view of all the cases he has known, witness considers that compensation granted by juries is very excessive; *ib.* 16,569–16,571. Cases rarely occur in which parties decline to receive compensation; *ib.* 16,554–16,557. Liability under Merchant Shipping Act is confined to vessel and freight; *ib.* 16,532. 16,538. Companies have too heavy interests at stake to be less careful if law were altered as suggested; discussion of this point; *ib.* 15,559–15,568. If compensation limited as proposed there would be no objection to allowing a passenger to insure for a larger amount by paying a higher fare; *ib.* 16,572. Many cases are a mere question of fees and expenses; by proposed limitation much litigation would be avoided; *ib.* 16,575–16,578.

Present system of compensation very unjust. Everyone travelling should be charged an insurance rate equal to half the risk incurred, company bearing the other half. Persons valuing their lives above the ordinary rate to pay a proportionately higher sum; or, if a person chose to declare himself simply first, second, or third class, he should be entitled to, say, 300*l.*, 200*l.*, or 100*l.* respectively. Companies should be compelled to give facilities for insuring at every station. Parties should be able to insure for each separate journey, or for life; *Bidder* 16,862–16,876.

COMPENSATION FOR DELAY:
Some hundreds of legal proceedings a month are commenced against North-western Company alone for want of punctuality; a large proportion of these are most unreasonable and unjust, but company act liberally and frequently give what cannot be legally demanded rather than go into court; *Cawkwell* 11,710–11,716.

COMPETITION:
Want of, at Liverpool; *Clark* 61–67. 138. Want of, at Saltaire; *Stead* 589–592. Increase of rates at Saltaire through combination between railway and canal companies; *Stead* 441. 448. 451–454. 456–462. 532–537. Saltaire was chosen for extensive manufactories as competition was expected; *ib.* 472. Railway companies should not have the power to lease canals and amalgamate competing lines; *ib.* 538–585. Increase of dues in consequence of amalgamation of a railway and canal; *ib.* 551–562. Intended amalgamations should be made public; *ib.* 557. Railways own and influence canals, by which means they prevent competition; *Wright* 645–652. At Birmingham competition between the several railways has always been suppressed by combination; *ib.* 653–656. Remedy proposed, that the rates should be placed under the supervision of some independent board, and regulated by a graduated mileage rate; *ib.* 657–676. 688–707. 750. Injury to Hull from loss of competition; *Atkinson* 882, 883. In Prussia, competition was prohibited, but the Government are now changing the law, and promoting lines and canals in order to produce it; *Mulvaney* 1151–1154. 1277, 1278. Absence of competition for goods

COMPETITION—*cont.*
traffic by water at Rochdale, company having bought up canal; *Blackburn* 1331. Exceedingly high rates and fares at Rochdale for want of competition; *Blackburn* 1289 *et seq.*; *Fletcher* 1846 *et seq.*; *Lawton* 1414 *et seq.* Want of competition in Ireland injurious both to the railway interests and to the public; *Forbes* 1845. Tipperary is competed with by several water routes to Waterford and to Dublin; *Malcolmson* 3459. Coal is carried below average price between Waterford and Clonmel, there being river competition; *ib.* 3645. Permanent loss of portion of dividend on Dublin and Drogheda line from competition; competing line paying no dividend; *Murland* 4786–4788. Newry and Armagh Railway seriously injured by competitive measures of other companies; *Fearnley* 4965. Competing lines should not be permitted in Ireland; *Lanyon* 6174. Healthy competition in Ireland precluded by combination between certain railway companies, but Grand Canal still competes, as the effort to purchase it failed; *Perry, H. R.* 6819–6827. Steam-boats purchased by railway company and kept idle to prevent competition; *ib.* 6863. Successful competition in Ireland by cars, &c.; *Bewlay* 6963–6970. 6979, 6980; *Bagot* 7021–7023.

Parliament has always maintained its right to grant any competing lines it thinks proper; *Galt* 7409, 7410. No real competition between railways, nor can there be; *ib.* 7426, 7428, 7429; *Hill* 8041. Competition no cure for defects of Irish railway system; *Hancock* 7627. Sufficient traffic for competition between many points in England, but not so in Ireland; in the only instance of which witness is aware, it has been useless to the public and injurious to the companies; if commenced, probably the opposing parties would half ruin one another, and end by combining and raising the fares; *Cotton* 7916–7930. Where one line will suffice for traffic, a second is disadvantageous to the public as well as to the proprietors; discussion in which witness endeavours to prove the undesirability of competing lines; *Hill* 8154–8177. Unfair and unequal rates, delays, &c., from want of competition at Derby; *Cox* 8604–8608, 8611; *Renals* 8712–8715; *Nicholson* 8822. 8859; *Wheeldon* 8869, 8870. The Midland Railway Company have some influence over the water communication there; *Renals* 8752–8756; *Cox* 8609, 8610. People in Derby have to pay high rates to make up for loss from severe competition elsewhere; *ib.* 8613.

Want of competition with Great Western between Gloucester and London; *Nicks* 8940. Want of, at Lincoln; *Gentel* 9174–9205. Want of, for coal trade, at Nottingham; *Brentnall* 9890-9896. Railways have obtained amalgamation with canals to prevent competition; there is no permanent competition between railways, it always ends in combination; *Wilson* 9907–9911. 9935–9938. This is not so with canals, as the public can carry on them, which they cannot on railways, but when railway companies obtain possession of them they raise tolls sufficiently to drive off all traffic but their own, and generally work them at a loss to effect this; *ib.* 9912–9918. Since the passing of Mr. Cardwell's Act they cannot take a lease of a canal except by Act of Parliament; *ib.* 9919–9923. Purchase of canals by railways injures remaining canals and destroys competition. Reasons for thinking that Mr. Cardwell's Act cannot be evaded; *ib.* 9924–9930. Canals can compete successfully with railways if their feeders are not closed by them; amalgamation of railways and canals should be prohibited; *ib.* 9931–9934. 10,005–10,018. Public would be much better served by free competition between railways and canals; *ib.* 10,020. Competition of railways has brought about reduction of canal rates; *ib.* 10,108–10,110.

Competition generally ends in companies becoming friends and charging a little extra; *Williams* 10,247. Low rates from Middlesborough iron district through competition by water; *ib.* 10,248–10,264; and from Cardiff through competition between railway companies, *ib.* 10,267–10,273. Instances of advantages of competition in keeping rates down. Even when competing companies have combined, the rates have been lower than they would have been but for the competition; *ib.* 10,577–10,586. Want of competition at Wolverhampton although there are two railways; rates are identical; *Walker* 10,664 *et seq.* Competition between railways does not really exist; where more than one, they always eventually combine; *Gibbs* 10,765–10,774.

Injury to Staffordshire pottery trade from want of competition; railway companies should not have been allowed to purchase canals; *Hollins* 11,274 *et seq.*

Companies admit the principle of carrying at lowest possible rates where there is competition, and charging higher where there is none; witness points out how

COMPETITION—*cont.*
he thinks the public gain by this; considers a mileage rate would shut out competition; *Cawkwell* 11,407–11,409. 11,416. So many competing lines having been granted, no other system can now be adopted, and Parliament cannot reasonably interfere much in the charges; *ib.* 11,671–11,673. Competition has made rates higher and dividends lower than they otherwise would have been; 11,674–11,677. Public have had the benefit of competition to a great extent; *ib.* 11,678. Former unremunerative state of Lancashire and Yorkshire line not owing to competition; *ib.* 11,679, 11,680.

Where two lines of unequal length run in competition to a place, the shorter route generally governs the fare; *Grierson* 11,771.

The low rate for timber from Newcastle to Hull is caused by sea competition; *O'Brien* 11,979.

Instances given where competition has brought about increased charges; *Allport* 12,362. Low fares between England and Scotland from water competition; *ib.* 13,770.

The Great Northern Company now carry coal at the rate of three-eighths of a penny per ton per mile; this has been brought about by the competition between water conveyance and railway; *Clarke* 12,729. Competition has reduced charges to the public; even where companies combine after opposition, rates seldom get up to the original price; public would be aggrieved if they did, and companies do not like to displease the public; *ib.* 12,803–12,806. Competition has increased the cost of conveyance from the London termini to the outskirts; *ib.* 12,807.

Public have gained enormously in facilities by competition, even where rates have not been reduced; *Morris* 14,283, 14,284.

A reasonable amount of competition is desirable; *Stewart* 14,726. Effect of competition on fares; *ib.* 14,727–14,729. Trains between same points on different lines generally start at same time, though there is some advantage from having more than one route, as between those points; the convenience and development of the intermediate places, however, suffer for the sake of these more remote places; *ib.* 14,737–14,744. Discussion of this point, and of comparative advantage of present state of things, and what might have been the case had the old companies been allowed a monopoly of the country, and whether in the latter case charges might not have been much lower than they now are; *ib.* 14,755–14,759. A mitigated competition preferable to that which has existed; *ib.* 14,777. Instance of absurd competition; *ib.* 14,799. Evils of competition have for some time outweighed its benefits; *ib.* 14,886–14,888. There is no competition as regards postal services; *Page* 15,090.

"There is not a single instance at the present "moment where a line has been granted upon the "ground of affording competition that that competition "exists;" *Harrison* 15,302; and the ability to reduce fares has been lessened; *ib.* 15,303. The above statement refers to lines made solely for competition; *ib.* 15,303. No objection to competition where another district is served; 15,305. Instances of proposed lines which would not accommodate a single fresh place; discussion as to whether such lines should be granted; *ib.* 15,306–15,309. Instance of reduction of fares from fear of competition; *ib.* 15,331.

Competition, which is now general, is salutary for the public, and eventually will not be prejudicial to the companies; *Huish* 15,851. Has been largely increased by the extension and operation of running powers; *ib.* 15,852. Has necessarily brought down prices. Reasons why, after prices are reduced by competition, they do not reach the old standard on companies becoming friendly; *ib.* 15,877–15,883. Subsidies by one company to another to buy off competition; *ib.* 15,885–15,888. Where only between distant points, it has not reduced prices between intermediate places; *ib.* 15,889–15,896.

Great companies should not be prevented from making new lines, even though they invade other districts; *Bidder* 16,747–16,750. On the whole, competing lines have been beneficial; *ib.* 16,753–16,755. There are some cases of illegitimate competition; *ib.* 11,756–11,758. Effect of competition has been to reduce fares generally; *ib.* 16,759–16,760. Local inquiries needed on the subject of competition; *Chadwick, Addendum, page* 854.

Competitive reduction of rates, witness thinks, has ceased, but competition for accommodation still goes on. Rates and fares on the whole have been lowered by competition; *Gooch* 17,538–17,549.

CONDITION OF RAILWAYS:

In England permanent way is kept in excellent condition by means of strict daily inspection; companies could not afford to let it get out of order; *Cawkwell* 11,695–11,704. Witness has not sufficient experience to speak of Irish lines; *ib.* 11,705, 11,706.

CONGRESS OF GERMAN RAILWAY ENGINEERS:

Rules drawn up by the Congress of German Railway Engineers held at Berlin in February 1850, and revised and amplified at the Congress of German Railway Engineers held at Vienna in May 1857, for regulating the construction and working of and the conveyance upon the railways in Austria, Prussia, and the German States according to uniform principles; *App.* CA.

CONTINENTAL RAILWAYS. *See* FOREIGN AND COLONIAL RAILWAYS.

CONTRACT:

Copy of contract for working the North Staffordshire Railway (mentioned by Mr. G. P. Bidder in his answer to Question 16,794); *App.* CL.

"CONTRACTORS' LINES." *See* NEW RAILWAYS. SPECULATIVE COMPANIES.

CONVEYANCE OF TROOPS:

Statement by Mr. Milton, of the War Office, as to the payment to railway companies for the conveyance of troops; *App.* BX.

COOPER, MR. JAMES C. (*Analysis of his Evidence.*)

Has been engaged privately in cattle trade, and paid attention to transit of animals by railway in south of Ireland; 3648, 3649. If greater facilities were afforded, trade would increase; facts in support of this opinion; 3650, 3651. Reckons that whole stock of farmer travels once a year. If rates were lower, a large proportion would use railway that now travel by road. Does not agree with opinion that railways carry the greater part of cattle in vicinity of the line; discussion as to how much the cattle travel; 3652–3666. Complaints made of high rates, and opinion that a reduction of one-third would materially increase traffic; 3663, 3664, 3690. Rates nearly equal on all the railways; lowest on Waterford and Limerick, on which there is a great traffic; does not know rate on Midland line; 3665–3670. Almost all fat cattle go by railway; for distances under 8 miles they would go by road; 3671–3674. A reduction would not induce farmers to fatten more beasts; the increase would be in store cattle; 3675–3678. Calves are enumerated as horned cattle; 3679. Delay in movement of cattle in large districts where there are no railways; in those counties cattle are raised to be fattened in dairy counties, so that one of the journeys would be partially made through districts where there are no railways; 3680–3682. Points out certain places where store cattle are driven from 50 to 100 miles, although in the vicinity of railways; discussion thereupon; 3683–3689. 3697–3699. Compares rates on certain of the English and Irish lines; 3691–3696. 3700–3704. Thinks that only a small portion of the cattle driven along the road are disposed of on the way; 3705. Gives cost of driving cattle from western part of county of Limerick to Ballinasloe fair, compared with railway charge; 3706–3710. How calculation made that railway companies could reduce one-third; 3711–3713. Reasons why three-fourths of the pigs are sent by railway; 3714, 3715. Quotes certain rates for corn and hay, and states that if rates were reduced, corn would be sent by railway and not round the coast. Mentions certain complaints made by drovers against the companies; 3716–3729. Condition and weight of animals much deteriorated by sending them long journeys on foot; number of miles per day fat and store cattle should be driven; reasons why store cattle are sent by railway although driving by road is cheaper; 3730–3743. Unequal charges for turf and parcels on same line; there is a considerable expense at the stations for turf, and charge would be proportionately high for short as compared with long distances; gives examples; 3744–3751. 3756–3758. The Waterford line publishes lists of charges; has never compared them with the English; 3752–3754. 3759.

CORBETT, MR. JOHN. (*Analysis of his Evidence.*)

Is owner of Stoke Salt Works, near Bromsgrove, Worcestershire. Works contiguous to Great Western and Midland railways; 10,871, 10,872. Complains that rates are not in accordance with distance, and states that salt is conveyed from Stoke to London (129 miles) for

CORBETT, MR. JOHN—*cont.*

9*s.*, being at the rate of ¾*d.* per ton per mile, whereas from Cheshire Salt Works (156 miles) the charge is only 9*s.* 6*d.*, or ½*d.* per ton per mile; how difference is to be accounted for. Thinks that Stoke rates, although not exorbitant, should be diminished. Does about 75 per cent. of the London trade. Discussion as to whether, by establishing a uniform rate it would not drive Cheshire trade out of London. Cheshire traders could not get their salt to London at same price by any other route; they send it by cheap conveyance to River Mersey, and from Liverpool. Reason why, if rates were according to distance, witness would be able to compete with Cheshire traders to places on south coast; 10,873–10,880. 10,922–10,927. 10,937–10,945. 10,976–10,985. Assuming that whole charge is a mileage rate, witness is overcharged from 2*s.* to 2*s.* 6*d.* per ton; terminal charge is same in both instances. Does not know amount of terminal; thinks in case of salt it must be nominal, as trucks are loaded and unloaded by manufacturer; charge is merely from station to station; 10,881–10,889. 10,953–10,959. Gives amount of salt sent annually to London, by witness, and number of vans employed. Estimates loss from demurrage at 700*l.* to 1,000*l.* per annum; to what cause detention attributable. Railway companies give the preference as regards transit to their own waggons. Suggests two or three remedies with a view to better working of owners' waggons. If companies found waggons witness would be prepared to pay demurrage, or it might be charged to consignees; 10,890–10,899. Does not get through-rates from all the stations; inconvenience that results therefrom; would benefit places where salt or mineral articles are sent for exportation. Gets a through-rate to London. No salt sent to London by way of Great Western line; is sent by way of Reading to Bricklayers' Arms for supply of south side of London; rate is rather lower, but route more circuitous; is better to send by two or three railways, as it saves cartage; 10,900–10,904. 10,946–10,952. Mentions how serious loss is occasioned by break of gauge, particularly at Gloucester and Bristol. Salt is loaded invariably at Bromsgrove into narrow-gauge waggons, which sometimes belong to Midland Company. Finds rolling stock for all the railways, with exception of what goes to Gloucester and Bristol; how exception arises. In consequence of delay by Great Western, Midland Company have made a claim for demurrage; account sent to Great Western Company, which they repudiate. Has only trucks on the narrow-gauge lines; would not be worth while to have them on the broad-gauge; 10,904–10,907. Is only narrow gauge from witness's works to London viâ Birmingham and viâ Oxford; 10,918–10,921. Charges from Stoke to Plymouth or Devonport is rather more than London rate. Gives rate to Bristol; no difference made if trucks are found by sender; 10,928–10,931. A uniform mileage rate would give advantages to Worcestershire salt works to certain districts, but not a monopoly of the trade. Public would have to pay about the same. Charge for salt differs 9*s.* or 10*s.* per ton; difference caused by carriage; 10,932–10,936. Has a large foreign trade to the Baltic; ships from Gloucester and Bristol. Has a shipping rate to London, and obtains a drawback when salt is going to a certain foreign part; reason why this is given; is not inconsistent with a uniform mileage rate. Witness does not send to Liverpool by railway. Reason why railway companies, in fixing rates, should take into consideration price at which article could be sold; 10,960–10,975. Complaints have been made to companies of unequal rates, but no alteration made; 10,986, 10,987. There should be some special tribunal before which differences between public and railway could be brought and adjusted. Differences sometimes arise by companies giving preferential rates to individuals; by so doing they benefit the manufacturer, the public, and the railway. This shows that variable rates are beneficial. Has applied for a special rate in order to compete with sea-borne salt in towns on south coast, and in one or two cases of little importance it has been met; 10,988–11,001. Does not object to special contracts being made with manufacturers, provided it is open to all; 11,002. Longest distance witness sends by canal is from Stoke to London (155 miles). Cost of sending by canal as compared with railway, depends upon what part of London the salt is going to. Canal does not belong to any railway company. No agreement as to rates between them. Would not require same reduction to be made by canal as by railway; doubtful if any further reduction could be made. If railway rates were reduced would not draw off traffic from the canal, as in some cases it saves cost of cartage;

Corbett, Mr. John—*cont.*

11,003–11,009. Has had great experience in carriage by canal; gives cost of carrying goods by canal; 11,010–11,017. Shorter distances could not be worked so economically. Has no toll-free river. Rates on Severn about the same as by canal; distance 10 or 15 miles more on a total distance of 37 or 38 miles; 11,018–11,023. Hands in table showing average time vans and trucks are in transit to and from Stoke Works and certain places, for six months to December 1865. As a general rule, thinks delays shown in table are not caused by consignees neglecting to take their goods away promptly. Source from which table has been prepared; 11,024–11,037. 11,047. Cannot account for these delays. Discussion upon those that take place at Reading. Better working arrangements between companies, and making them pay demurrage for trucks which are not returned, would secure a more rapid return of the vans; 11,038–11,046. 11,048, 11,049. 11,068, 11,069. Thinks if companies were compelled to find trucks for working traffic, they would deliver goods quicker. When the Midland, or Oxford, Worcester, and Wolverhampton companies found the trucks there was then not so much delay. Takes now 50 per cent. more stock to work same amount of traffic; this materially increases the expense; thinks delay arises from want of locomotive power. For want of stock, has had salt lying 17 or 18 days at Gloucester; was a common detention at one time. Companies give the preference to the more remunerative traffic; 11,050–11,056. Law between public and railway companies most unsatisfactory. Would be an advantage if railways were subject to same rules as common carriers; they can now refuse to take goods, and charge maximum rates which in many cases would be prohibitory; 11,057–11,061. Discussion as to whether companies could refuse to carry coals for one party if they carried for others, or charge a higher rate in one case than in the other; 11,062–11,066. Witness delivers in a statement containing certain recommendations as to revision and amendment of the law, moderate maximum tolls on different classifications of merchandise and minerals, through rates and unity of action in interchange of traffic, companies either to find rolling stock or admit that of manufacturers to clearing house on usual conditions, and establishment of some special court of appeal; 11,067.

See also Allport, Further Examination (1.) Grierson.

Cork and Bandon Railway:

Badly managed, and neighbouring country undeveloped, in consequence of original cost being so great that it is entirely in hands of preference shareholders, who have no interest in raising profit above a certain point; *Shaw, W.* 6385–6389. Traffic might be much increased; *ib.* 6390. State of line impedes construction of extensions; *ib.* 6391, 6392. Line cost between 17,000*l.* and 20,000*l.* per mile; might now be made for 6,000*l.* or 8,000*l.*; ought to have been taken over a more level country; *ib.* 6397–6403. Ordinary shares very low; *ib.* 6409. Traffic might be much increased by being looked after, and reducing charges; *ib.* 6414–6421. Length of line, management, &c.; *ib.* 6422–6429. It might be advantageous to amalgamate with Great Southern and Western; *ib.* 6430–6433. Rates higher to Belfast than by sea; *ib.* 6436–6449. Want of through arrangements; *ib.* 6454–6457. Suggested improvements; *ib.* 6456–6460. Importance of line to West Riding of Cork; *Jones* 6463, 6464. Difficulties before line could be opened, and great cost of construction; entirely in hands of first preference shareholders; directors chiefly non-resident; *ib.* 6465–6469. 6494. 6514. Heavy debts; depreciation of original shares; *ib.* 6471–6476. Fair amount of traffic on the line; *ib.* 6477. Company helpless as to improvements for want of money; *ib.* 6481. Particulars of attempted extensions; one of 18 miles quite stopped at present for want of funds for the last half mile; *ib.* 6480–6484. Heavy cost of line from its being constructed without capital; very badly made; *ib.* 6485–6488. Interest upon loans has been regularly paid; *ib.* 6493. Had extension been made for a reasonable sum it would pay well; as it is, probably the preference shareholders only will get a dividend; branches would be an immense benefit; *ib.* 6495–6499. If rates were reduced and extensions made a great increase of traffic would result; *ib.* 6500–6507. The remedy for present state of things would be for Exchequer Loan Commissioners to buy up preference shares; *ib.* 6508–6513.

Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AW.

Cork and Bandon Railway—*cont.*

Returns showing company's charges for various kinds of goods; *App.* BH.

Cork and Kinsale Junction Railway:

Returns showing company's charges for various kinds of goods; *App.* BH.

Cork and Youghal Railway:

Lately sold for less than half its cost; *Hancock* 7608, 7609.

Returns showing company's charges for various kinds of goods; *App.* BH.

Cork, Blackrock, and Passage Railway:

Returns showing company's charges for various kinds of goods; *App.* BH.

Corn and Breadstuffs:

Annual cost of, at Liverpool, greatly increased by the heavy railway rates; *Patterson* 233–237. Exception taken to this statement; *Cawkwell* 11,466, *et seq.* Brought as back traffic to Limerick; *Malcolmson* 3568.

Statement (referred to by Mr. John Patterson) prepared by the Association of the Liverpool Corn Trade, showing imports and exports of breadstuffs, and stocks held in Liverpool in each year from 1858 to 1864; *Apps.* C. and K. Tariff of rates of railway carriage of grain proposed by the association from station to station; *App.* C. Rates from certain places of railway carriage existing and proposed; *ib.* Comparative statement of Great Northern grain rates to Lincoln; *App.* BI. Comparative statement of grain rates from the Lincoln, Sleaford, and Bourn districts with Northampton, Norfolk, and other barley districts to Burton-on-Trent; *ib.*

Corn Merchants, Birmingham:

Memorial from; *App.* E.

Corn Trade, Ireland:

Large trade in corn from Cork to Dublin; carried chiefly by water, freight being only 6*s.* per ton, which would not pay railway, the distance being 168 miles; *Haughton* 4537–4655. If a large and continuous traffic, it might pay railway; *ib.* 4662. 4666. Rates on grain too high; should be reduced one-third; this would not pay at first, but it would eventually; *Perry, H. R.* 6830–6843. Many mills at present idle, and less corn grown than there would be, in consequence of high rates; *ib.* 6844–6850.

Correspondence in Trains. *See* Interchange of Traffic, 1.

Cosgrove, Mr. John. (*Analysis of his Evidence.*)

Is manager to Messrs. Bass and Co., brewers, of Burton-on-Trent; appears to represent the trade generally; 15,674, 15,675. Complains that Midland, North Staffordshire, and London and North-western (but particularly the former) give preferential rates. Hands in a memorial upon the subject, showing grievances under three heads, viz., 1. Favouring rates, 2. Terminal charges and their abuses, and 3. Unequal rates; 15,676–15,680. States how an agreement made with Midland Company that they would put all brewers upon the same footing was violated by Messrs. Allsopp being allowed a drawback by London and North-western; hands in tables of three months overcharge sheets as sent by this company to Midland for verification, and contends that inasmuch as Midland were cognizant of these terms being allowed they committed a breach of faith. Have in consequence made a claim for overcharge from November 1859 for nearly 59,000*l.*, which Midland have admitted; are now battling for 3,700*l.* for interest; delivers in a copy of the agreement; 15,681–15,708. 15,711. Believes that all the smaller brewers will probably get treated with in the same manner; 15,709, 15,710. Unless companies had entered every rate in their books such private arrangement would not have been discovered; interest of London and North-western and Midland to keep arrangement secret; how this matter was found out; 15,712–15,724. How system of giving preferential rates might be prevented. If large traders get a rebate, small traders should be allowed same terms if they collectively guarantee as much traffic. Public should have access to the rate books, and that all arrangements should be entered in such books; 15,725–15,738. Messrs. Bass have claimed from 1st July 1862 to 30th January 1865 repayment of a sum of 16,000*l.* for terminal overcharge; other brewers have also made a claim for 14,000*l.*; reason claim made. Why memorial recommends that secretary of clearing house should be called to give evidence; 15,739–15,741. 15,752, 15,753. Terminals should be charged separately; should be con-

Cosgrove, Mr. John—*cont.*

tained in the rate book and accessible to public; 15,742–15,744. 15,834. Would have maximum terminal fixed by Act of Parliament; terminal of 4*s.* charged by Midland would have been very fair if it had included carting, but as the principal brewers have sidings in connexion with the railway only a station to station rate of 1*s.* 6*d.* should have been imposed. What services terminal charge should cover. Remuneration for capital expended for goods sheds should come out of general profits; 15,745–15,751. 15,762–15,766. 15,769–15,777. Negociated with Mr. Allport respecting these overcharges; this gentleman must have been cognizant of them. The sum of 77,000*l.* claimed as drawback from Midland Company does not include the 30,000*l.* claimed as drawback for terminals; reads two letters upon the subject; 15,754–15,758. Objects to companies getting rates that are beyond the fair cost of conveyance and fair profit added. Is aware that they are entitled to charge maximum parliamentary rates, but those rates are very wide of the mark. States how much sugar is charged below parliamentary rates; 15,759–15,761. Rates to a certain extent must be arranged with reference to capital invested; 15,767, 15,768. Quotes the rates per mile and charge per 100 miles for ale from Burton-on-Trent to stations on principal railways in the kingdom, showing that great inequalities exist in rates between Burton and various stations upon any one given railway, and that Midland have in many instances a variety of rates to one place, viz., the various points of junction with the other lines; gives several illustrations, but cannot give any reason for these variations; discussion thereupon; 15,778. 15,782–15,788. Thinks that inequality in one case cited was not because the beer going to Scotland had to compete with other Scotch beer. Companies study arrangements by which they can get the largest amount of traffic; the exigencies of the trade being a secondary question; 15,779, 15,780. 15,789, 15,790. Caused rate to Glasgow to be reduced by sending ale to Liverpool, and thence by steamer; 15,781. Uniformity of rates for beer under all circumstances would be an impossibility; would be better to have a uniform mileage rate all over country, if it could be done, but if not would like a modified uniformity, that is, taking the 13 first class railways, but eliminating the four that do not pay, and establishing a maximum rate upon the others; those should be bound to enter into amalgamation under Government control. Would not object to companies reducing below maximum; 15,791–15,801. Should not be bound to charge a mileage rate for 100 miles at same rate as if it were only 20; reads proposition under this head, and gives actual rate for ale and porter to London from various places, showing that trade of Burton is placed on a decided disadvantage in the cost of conveyance of its productions to London. Mentions the advantages in carrying this traffic as compared with grain traffic. Gives gross sum paid between some of the towns and London; 15,802–15,818. 15,836. Quotes rates for grain, showing inequalities from different places to Burton-on-Trent. Does not use water communication. Gets a commuted weight of six quarters to the ton or 3 or 4 cwt. over actual weight for grain carried from all places except Gloucester, where Midland charge actual weight; companies find the waggons; has been the custom for many years to carry at a commuted weight; 15,819–15,830. Believes traffic of brewers yields company above 300,000*l.* per annum. Hopes that Legislature will secure in the interests of trade and commerce and the public generally, the establishment of some wise and reasonable system of supervision of administration of railways, and that a permanent board of commissioners should be appointed to revise all rates from time to time, and form a summary jurisdiction to which busy men can appeal for correction and redress of all well-founded abuses and grievances; 15,831–15,833. 15,835. Before construction of railways, beer was conveyed from Burton to London by canal; the average price, including tolls and other charges, was 13*s.* 7*d.* per ton; in 1833 the rate charged was 25*s.*, which was reduced by degrees to 18*s.*; present charge by railway is 14*s.* 2*d.*, with a deduction of 10*d.* for drawback. Trade of Burton did not send ale by railway for some years, and not to London regularly until 1848. Before railways constructed had access everywhere by canal; 15,837–15,847. Reads correspondence showing difficulty in getting explicit answers from Midland respecting complaint against London rate; 15,848, 15,849.

Cost of Construction:

Has little or no effect upon carrying rates; *Galt* 7341; *O'Brien* 11,974.

Cost of Construction—*cont.*

Likely to increase rather than otherwise; *Clarke* 12,937, 12,938. It frequently happens that on costly lines fares are low; *Smithells* 13,048–13,051. Instance of a company obtained increased rates from Parliament on account of cost of line; *ib.* 13,070–13,072. There are numerous instances of special tolls authorized in consideration of peculiar circumstances of construction; *Morris* 14,225. Cost would be greatly reduced if lines could always cross roads on a level; *Harrison* 15,394. 15,400, 15,401. Case in point; *ib.* 15,402–15,404.

Cost of line should not influence rates; *Wragge* 15,445; *Eborall* 16,187.

Cost of construction frequently much enhanced by manner in which line got up; some have cost 30,000*l.* or 40,000*l.* a mile which ought not to have cost more than 10,000*l.* West Midland Company constructed a line themselves for 5,000*l.* or 6,000*l.* a mile, which in a contractor's hands would have cost 12,000*l.* or 14,000*l.*; *Sherriff* 16,396–16,401.

Statement of some particulars of cost of construction. The cheapest line witness ever knew was one of 5 miles constructed for 45,000*l.*; *Bidder* 17,171–17,178. Suggested cheap line for mineral traffic, which could be constructed for 10,00*l.* a mile; *ib.* 16,997.

Cost of construction is enormously enhanced by present Parliamentary procedure. Peebles Railway was constructed for 5,000*l.* a mile, and is paying 6 per cent.; *Chadwick* 17,181. Had proper surveys been made in the first instance, witness thinks that 20,000,000*l.* might have been saved to the country; *ib.* 17,197.

Cost of Conveyance and Working:

Companies are struggling every day to reduce cost, but expenses increase rather than decrease; *O'Brien* 12,288–12,292.

Average cost per mile travelled is about 2*s.* 6*d.*; *Clarke* 12,927, 12,928.

The prime cost of conveyance of a train per mile is about 2*s.* 6*d.*, though a very long train would cost far more. Cost of adding one carriage to a train of eight or ten would be about one-fifteenth. Method of ascertaining cost of running a train. Witness believes that railway accounts are kept in sufficient detail to show cost of running either a passenger or a goods train; *Hawkshaw* 14,426–14,445. 14,451–14,455. Actual cost is somewhat modified by gradients; *ib.* 14,450. Witness does not think that cost can be argued upon an average; *ib.* 14,457. Average could not be made the basis of any legislation; could not be applied to an excursion train of several thousand passengers; to arrive at the truth, special circumstances of any particular case must be taken into consideration; *ib.* 14,459–14,463. Where one company works line for another it is often done at so much per train mile; *ib.* 14,464. Cost of conveyance could be reduced by adopting the continental system, viz., by restricting the number of railways and reducing the number of trains. They could be reduced one half, though the public convenience would suffer; *ib.* 14,510–14,513. 14,524. Comparison of number of trains per day on English and on continental railways, showing the more economical working of the latter, by having a smaller number, the engine consequently drawing a better load; *ib.* 14,514–14,519. 14,545–14,550; but English travellers would not put up with this; *ib.* 14,523. 14,525. Excursion trains practically carry out the principle; *ib.* 14,521, 14,522. If number of lines had been restricted companies might have been compelled to carry more cheaply, but country has gained far more by the enormous extra accommodation obtained; continental system therefore not desirable; *ib.* 14,525–14,529. Trains cannot be lightened by reducing number of carriages, as public so strongly object to frequent change; *ib.* 14,530–14,535. From the preceding, there is little hope of reducing cost of conveyance; *ib.* 14,536.

From careful investigation witness is sure that railway interests are suffering, not from too low rates, but from undue cost of working. Statements in proof. Economy of full trains, if obtained, would be enormous; *Stewart* 14,786–14,792. On 12th and 13th September 1861 (which may be taken as a fair average), on North-western line 4,482 passengers were booked by trains containing 13,512 seats; *ib.* 14,821. If this waste of room in trains could be saved cost of conveying passengers would be largely reduced, and punctuality increased; *ib.* 14,829–14,835. Cost of working bears a larger proportion to receipts than formerly; *ib.* 14,877, 14,878. If the whole traffic of the country were worked harmoniously, a saving of 10 per cent. (which represents millions) might be effected; *ib.* 14,879. 14,884. The greater saving would be on passenger traffic; *ib.* 14,880. In some instances

COST OF CONVEYANCE AND WORKING—*cont.*
saving would amount to 20 per cent.; effects of such a saving; *ib.* 14,900–14,908.

Cost per mile of running a train; *Page* 14,933, 14,934.

Discussion of what should be included in cost per mile of running a train; *Page* 15,029–15,037.

Working expenses generally are on the increase, as public demand better accommodation, and the permanent way and rolling stock are better constructed, and higher wages paid, than formerly, but receipts increase also; *Harrison* 15,288–15,292. Expense could not be reduced by running fewer carriages, as public insist on ample room; *ib.* 15,293–15,296. Witness thinks that upon an average one-third of the seats are unoccupied; *ib.* 15,298. 15,300. Cost of working has been increased by granting competing lines; *ib.* 15,301. Unwise economy in working where lines are not paying well; *ib.* 15,327–15,330. Excitement as to new schemes and dearness of money increase cost of working; *ib.* 15,336. The cost of rolling stock for working a line is equal to one year's gross receipts for traffic; *ib.* 15,405–15,411.

Working expenses on Midland Railway are about 2*s.* 7*d.* per mile; *Allport* 16,939, 16,940. Heavier on goods than on passenger trains, from greater consumption of fuel, larger engines, and more wear and tear; *ib.* 16,956. Total working expenses about 50 per cent.; *ib.* 16,957.

Witness thinks that the most likely way of reducing working expenses will be by the use of steel rails; *Eborall* 16,220.

Companies have tried in various ways to reduce cost of running trains, but witness believes it likely rather to increase than to diminish. If public would submit to fewer carriages, a little saving might be effected; *Sherriff* 16,418–16,423.

Suggested cheap line for mineral traffic, which could be constructed for 10,000*l.* a mile; *Bidder* 16,997. Particulars of expense of maintenance, working, &c. of such a line; *ib.* 17,046 *et seq.* No reserve fund having been laid by for renewal of lines, cost is now falling very heavily on companies. Too late to have such a fund set apart now; *ib.* 17,034–17,042. Cost of maintenance due to heavy mineral trains, weight of engines, and rate of speed; *ib.* 17,048–17,050. Cost of working full train loads of 400 tons up a gradient of 1 in 400, 3*d.* per train mile; at present, owing to heavy cost for renewing lines (nothing having been put by for that purpose for some years after railways commenced), from 4*d.* to 6*d.* per mile; *ib.* 17,032–17,035. No prospect of reduction in cost of working on railways generally; *ib.* 17,085–17,089. Average charge of locomotion 8½*d.* per train mile; passenger cost rather less than goods trains. Engines are most economically used when worked about 120 miles a day; *ib.* 17,127–17,131. Further particulars of cost of locomotion. Copy of an old contract with the North Staffordshire line, which witness has given in, gives a fair idea of present cost, except that it is a little too liberal; *ib.* 17,132–17,138. Plan to reduce expenses suggested by witness of giving each employé an interest in economical working; this could be better carried out by a limited than by an ordinary company. Witness suggested it to Great Eastern Company, but they did not adopt it; *ib.* 17,144–17,148.

Statement under each head of cost per mile run, and various other expenditures upon Great Western Railway, for year ending Jan. 31, 1866; *Gooch*, 17,313–17,318. Total cost per train mile, 2*s.* 7·81*d.*; total miles run, 12,396,975; *ib.* 17,319. Further information upon, and discussion of items above referred to; *ib.* 17,320–17,327. 17,357. 17,359–17,364. 17,372–17,374. Cartage is not included in carrying account; *ib.* 17,375–17,377. Explanation of head "general charges"; *ib.* 17,378. Witness considers 160 miles a fair day's work for an engine, but on Great Western Railway they do not get more than from 110 to 120; *ib.* 17,330. 17,340. Train mileage given includes empty trains and shunting; *ib.* 17,341–17,343. Working expenses, maintenance of way, and repairs heavier on goods than on passenger traffic; *ib.* 17,354–17,356. 17,389, 17,390. 17,436.

Mileage of vehicles on Great Western Railway for several years; a carriage will run a great deal further than a waggon; *Gooch*, 17,365–17,371. Expenses of working joint lines amount to over 51,000*l.* a year; particulars of mileage worked by company; *ib.* 17,380–17,382. Cost of working could be reduced if goods trains were run at a lower speed; *ib.* 17,393. Discussion of bearing on cost of working of the use of steel rails; *ib.* 17,401–17,411. Mixed gauge has added very much to expense of maintaining way; *ib.* 17,422. Prospects of serious increase in cost of working, and discussion of reasons why, in England, it is higher than in Ireland or Scotland; *ib.* 17,426–17,434. Passenger trains on Great Western consist, on an average, of five or six carriages; expense of an additional carriage would be from ½*d.* to ¾*d.* a mile; the extra mileage hardly worth considering. Long trains pay best, but are not often practicable. The engine being the great portion of the weight of a train, a carriage more or less is of but little consequence; *ib.* 17,438–17,450.

Cost of locomotion on Glasgow and South-western Railway is less than 5*d.* per mile; causes of this low rate are cheapness of fuel in the district, long train mileage, and low wages. In above sum every possible expense is included; *Wainwright* 17,591–17,600. Expenses per train mile, 1*s.* 5½*d.*; similar causes to above account for this low sum; taxation is not included, that being usually placed under establishment charges; *ib.* 17,601–17,610. Witness gives in a paper, prepared from the Board of Trade returns, with reference to the total traffic receipts and expenditure of all the large companies, showing per-centage of expenses as compared with receipts; *ib.* 17,610. Fairest way of estimating expenses is by taking a per-centage on the traffic; *ib.* 17,611. 17,615–17,618. To some extent the short trains run will account for small expense of trains; *ib.* 17,612–17,614. Nearly half the traffic consists of minerals; *ib.* 17,619. As to apportionment of cost of maintaining permanent way; *ib.* 17,620, 17,621. Working expenses as between different companies might be reduced by arrangements to run a smaller number of trains; *ib.* 17,623–17,625.

While railway and stock are new, cost is less than when they arrive at an average condition; some expenses are constant, others varying; *Gregory* 17,634. 17,645. Last returns presented to Parliament show that average cost of all trains is 29¾*d.* per mile; items of cost quoted; *ib.* 17,635–17,637. Average earnings of passenger trains in the United Kingdom 56·56*d.* per mile, of goods trains 70·31*d.*; *ib.* 17,638. The greater cost of goods trains arises from the use of heavier engines with greater weight on the driving wheels, the irregular action of the wheels of the waggons (which are much inferior to passenger carriages); the larger staff necessarily employed, &c.; *ib.* 17,639–17,642. The inference from the above is, that the whole cost of conveying passenger trains is less than that for goods trains; *ib.* 17,643; 17,648–17,652; further reasons for this view; *ib.* 17,644. Enumeration of items of expense which are, or are not, increased by running of additional trains; *ib.* 17,645. As to expense of maintenance of way as compared with amount of traffic; *ib.* 17,646. Witness roughly estimates the cost per train mile of maintenance and renewal of way at 3*d.* to 4*d.*; *ib.* 17,647. Cost of locomotive power for passenger trains considered to be 25 per cent. less than for goods trains; discussion of the point; *ib.* 17,653–17,655. ½*d.* per mile a very liberal sum to allow for cost of maintenance of a carriage or van; *ib.* 17,656, 17,657. Discussion of other items of cost; *ib.* 17,658. Insurance against accidents is an item which should be added to cost of mail trains; *ib.* 17,660, 17,661. As to what other items should be added; *ib.* 17,662, 17,663. Increase of expense in proportion to increase of traffic greater on goods than on passenger trains; *ib.* 17,736–17,741. Running on a short branch generally costs more per mile than on a long line, but under some circumstances the reverse is the case; *ib.* 17,742–17,745. Witness's calculations are correct on an average of all the lines, but might be very fallacious in an individual case; *ib.* 17,746–17,748. Difficulty of distinguishing between charges dependant upon the traffic and those not so dependant; 17,754. Witness believes that cost of working mineral as well as goods trains exceeds that of passenger trains; this might be altered by adopting a lower rate of speed; *ib.* 17,755–17,759.

Items of cost of running a train; *Sturrock* 17,765. Average cost of engines on Great Northern has been 8½*d.* per train mile, but cost is now increasing; causes of increase; *ib.* 17,766–17,771. Cost of the two chief elements of locomotion, viz., labour and fuel, are seriously increasing. As railways grow older cost will increase, as more renewals will become necessary; *ib.* 17,771–17,777. Wages have increased 10 per cent. in the last 18 months; *ib.* 17,776. Figures given above are for working, maintaining, and renewing engines; *ib.* 17,779–17,784. New engines are charged to revenue account; the 8½*d.* covers the re-purchase; in fact, the keeping up the supply for ever; *ib.* 17,787–17,792. Price of new engines is increasing; *ib.* 17,785. Difficult to separate the cost of goods engines from passenger engines; *ib.* 17,793. Tank engines answer very well for short distances; *ib.* 17,796. Cost of engines in the Lon-

Cost of Conveyance and Working—*cont.*
don district is 8½*d.*, and including carriage repair 10¾*d.* per train mile; of goods engines taking 25 vehicles 8·99*d.*; *ib.* 17,796, 17,797. Above estimates include all expenses; *ib.* 17,799–17,802. Great Northern engines run 200 miles a day four or five days a week; *ib.* 17,803–17,807. Engines should not be run more than 20,000 miles a year, though company have latterly been obliged to run theirs 24,000; *ib.* 17,818–17,820. The various ways in which different companies keep their accounts preclude the making any reliable average of train mileage; *ib.* 17,808–17,813. Experiment of engine manufacturers working lines by contract has been found too expensive; *ib.* 17,815–17,817. 17,828, 17,829. Means necessary for keeping an engine in good order; *ib.* 17,821–17,823. Three months are required for rebuilding an engine; *ib.* 17,824. Engines should last 10 or 12 years; *ib.* 17,826, 17,827. Company have about 420 engines; *ib.* 17,825. Advantages of steel over iron in engines; good iron tires worn out with 40,000 miles' wear, whilst steel will last 120,000; the former cost 40*l.* per ton, the latter 65*l.*; *ib.* 17,832–17,836. Steel requires to be carefully applied; when properly put on it is safer than iron; *ib.* 17,840, 17,841. Use of steel crank axles; precautions against accident from breaking of axle. Witness has not yet applied steel tires to carriages, but has no doubt he shall do so; *ib.* 17,842–17,849. To sum up, the use of steel may be a means of reducing cost of working; *ib.* 17,850. The only other likely means of reducing cost would be to run shorter but well-filled trains at a lower speed; *ib.* 17,851–17,854. Speed adds largely to cost of running trains; particulars; *ib.* 17,855–17,857. Continental railways are worked more cheaply than English; *ib.* 17,864. Cost on Great Northern line of working a passenger train of 10½ carriages, 10·75*d.*, repairs of carriages, 2·21*d.*; cost of working a mixed goods train 11·59*d.* on the average; of a coal train, including engine and vehicles, 13*d.*; this latter, having to run one way empty, must be doubled; *ib.* 17,865–17,873. Speed of coal trains; *ib.* 17,874; these might be more cheaply worked if there were no passenger trains on the line; 15 miles an hour about the most economical rate of speed; *ib.* 17,875–17,877. Improved tenders another means of reducing cost; *ib.* 17,879–17,883. Limit of length of trains; *ib.* 17,884–17,887. Unavoidable damage to line from loose coupling of trains; *ib.* 17,888, 17,889. Cost of working goods trains increased by competition; *ib.* 17,891. Increase in cost of permanent way, &c.; *ib.* 17,893, 17,894. Particulars of recent increase in cost of running trains on Great Northern line; *ib.* 17,895, 17,896. The following tables handed in by witness:—"Cost of working a "train of 16½ mixed vehicles a mile on the Great "Northern Railway, to end of 1865;" "Statement "showing the cost per train mile for locomotive power, "from 1st January 1856 to 31st December 1865;" "Cost of repairing Carriages and Waggons, 1852 to "1865 inclusive;" "Value of Great Northern Railway "rolling stock, tools, &c., and estimated value of "shops and sheds on 31st December 1865;" "State-"ment of cost of maintaining the road, coaching, and "merchandise traffic expenses, &c.;" "Statement "showing the cost of working trains of various sizes "and descriptions;" "Calculation showing the cost of "hauling a train of coals with an ordinary engine, "compared with an engine fitted with an auxiliary "tender;" *ib.* 17,913.

See also Railway Servants. Wages.

Cost of Management:
General particulars and cost of management of Irish railways; *App.* AW.

Cotton and Cotton Goods:
Annual cost of, at Liverpool, greatly increased by the heavy railway rates; *Patterson* 235.

Cotton, Mr. John Edward. (*Analysis of his Evidence.*)
Is manager of the Belfast and Northern Counties railway; 7783. Works the Derry and Coleraine line at a mileage rate: states rates and limit to number of carriages; all expenses are included in the rate except renewal of the line, which is to be done by Derry and Coleraine Company. How renewal provided for; 7784. 7876–7885. 7898–7905. Contradicts evidence given by Mr. Roe, who states that when Northern Counties Company took up Derry and Coleraine line in April 1861 they increased the fares; they were increased 5 per cent. over whole system in December 1863. Hands in table showing the fares in 1861 and now. Reads a statement

Cotton, Mr. John Edward—*cont.*
made by Mr. Garrett (ticket clerk at Derry) stating that no alteration was made at that time. In several instances increased facilities were since given to the public. Long discussion as to whether the increase has not checked traffic and reduced receipt. Increase was only carried out upon the long distances, and witness believes that company made the whole of the 5 per cent. increase. Has not heard that increase inconvenienced the public. Population throughout Derry and Coleraine line decreased since 1863; 7785–7788. 7818–7823. 7829–7873. Cannot find that in Mr. Roe's time fourth-class fares for harvestmen and others existed; reads an extract from a letter written by Mr. Hamilton upon this subject; 7789. Hands in a time table of Mr. Roe's and one of last month, showing the increased accommodation; 7790. Explains certain statements respecting fares and management of the railway, and mentions the advantage that has arisen from having certain lines worked under one management; 7791–7793. Reduction of receipts attributable to state of country and other causes, and not to advance of rates as stated. Receipts have considerably increased this year. Gives receipts of the Derry and Coleraine line in each year from 1860, and explains cause of decrease; 7795–7808. 7814–7817. Is mistaken in supposing that Mr. Roe included in his receipts the profit on the coal traffic carried on the line; 7810–7813. Believes that on business lines a reduction in rates would be followed by a diminution in receipts. Fares cannot be too low for short pleasure lines. Issue tickets to certain watering places in summer time at very low fares; also market tickets at single fares; cannot find that there was anything of the kind in Mr. Roe's time. Gives rates per mile for each class, and states that low wages prevent the labouring classes from travelling. Their position is improving; 7824–7828. Only closed two small stations upon taking the railway from Mr. Roe; the earnings were very small; was advised by that gentleman to close these and one or two others; 7874, 7875. Number of trains have been reduced on whole system since 1863; 7886–7889. Gives number of passengers the carriages will convey, and the width of gauge; 7890–7892. Does not know whether Mr. Roe made a profit of the line after paying a rental of 10,000*l.* a year; considers that their company lost money by working it; felt most the renewal of the line, which required new rails and sleepers; 7893, 7894. Explains how receipts of line are disposed of; is not sure whether the balance this year will pay the bond-holders; ordinary shareholders will get nothing; thinks they do not expect anything; 7895–7897. With one restriction Derry and Coleraine line may alter the rates; 7906. With what lines witness's railway is connected; not with any to the south. Line being constructed from Antrim to Lisburn, which will connect the Ulster and all railways as far as Dublin, will be an advantage to Belfast. In consequence of there being a shorter route, Northern Counties line would stand no chance by running trains direct from Dublin to Londonderry. Bill passed last year for connecting lines at Belfast. Shares are not yet issued; 7907–7915. 7932. Has had some experience in railway competition; in Ireland there is not sufficient traffic to support competing lines; is different in England. Reason why having a second communication between Belfast and Londonderry is of no advantage to either place; is a benefit to those who live between Omagh and Dungannon. Although no advantage to public living at the terminal towns from the competing lines, has injured both the Derry and Coleraine, and Northern Counties lines; 7916–7928. If two companies competed in an Irish rural district, they would half ruin one another, and then combine and raise the fares; 7929, 7930. Scheme before Parliament last session for making a line from Cookstown to Armagh; 7931.

Papers given in or referred to by witness:—Return of fares received by Londonderry and Coleraine Railway, 1861 to 1865, and increase in 1865; *App.* BB. Summer excursion arrangements made by same railway in 1860 and 1865, and traffic receipts from all sources, 1860 to 1865; *ib.* Receipts from all sources of traffic on Belfast and Northern Counties Railway from 1861 to 1865; *ib.* Mr. Roe's remarks in reply to witness's evidence before Royal Commission; *App.* BC.

Court of Appeal. *See* Appeal, Court of.

Cox, Mr. William Thomas, M.P. (*Analysis of his Evidence.*)
Is a lead merchant; attends on behalf of the Derby Chamber of Commerce; 8575–8577. Complains of the inequalities of the rates by the Midland Railway Company

Cox, Mr. William Thomas, M.P.—*cont.*
as between place and place, and also as between different classes of goods; gives several instances; seriously affects witness's trade; sometimes caused by want of competition or from companies reducing rates below those stated in their Act; 8578–8589. 8595. 8604–8610. 8613. 8619–8625. 8643–8646. Rate for transport of goods should be in proportion to mileage, notwithstanding difference in cost of the lines or in quantity of traffic carried. Does not know how such a plan would affect the railways; 8590–8594. 8602, 8603. Equal charges would be more profitable to companies; right in principle that directors should adopt the most productive charges; 8596–8601. Derby only connected with Midland system; attempts made to connect it with others; another line now projected; 8611, 8612. Is not aware that variation of rates result from desire to favour anyone in lead trade; are fixed by company in what they consider their own interests; 8614–8618. Uniform rates could not be preserved unless companies were prohibited from lowering them; 8626–8631. Charges made for carrying lead between Matlock and Derby do not include the collection and conveyance to the railway or cartage. Does not know sum charged for terminals, or maximum rates allowed to be taken by their Act; 8632–8642. Comparatively low railway charge from Derby to London in consequence of there being competition by canal; does not know the canal rates; 8647–8653. Complaints have been made of the unequal charges, but no alteration has been made; 8654. Not fair to charge one uniform rate irrespective of value or quality, but only in the case of all heavy goods; nor right to charge more for shot than for pig lead; companies look upon former as perishable; need only be kept dry; a small bag is occasionally stolen; 8655–8664. Great delay in the delivery of goods on some of the branch lines; names them; is a serious inconvenience to customers, and in some cases leads to a transfer of orders. Companies will not send trucks unless they are loaded. Mentions delay that took place last year in sending a cow to the exhibition. Companies should be bound to deliver goods within a certain time or pay demurrage. Would not expect to pay anything for a warranty if time were set down in time-table; 8665–8678.

See also Allport, Further Examination (1.)

D.

Damage:
Liability of goods to damage, and responsibility of railway companies for the same; *Wright* 763–772.
Clearing house regulations as to railway companies repairing damage done on their line to other companies' stock should be made applicable to stock of private owners also; *Brown* 11,125–11,142.

Dargan, Mr. William. (*Analysis of his Evidence.*)
Is a contractor; is now chairman of the Dublin and Wicklow Railway, and was for several years a director; 5453–5455. Has paid much attention to Irish railways generally; 5456. Fares will not admit of reduction unless companies are aided. Most Irish railways are in debt. Fears reduction of rates would be attended with permanent loss to the companies. Founds his opinion upon absence of population. If all the railways were finished for which powers have been obtained, Ireland would be well supplied; 5456–5459. 5483–5488. Quotes rates for passengers and the four classes of goods; all the Irish railways adopt same classification. Minerals are charged less than first-class goods. Explains that there is much work to do for this traffic besides haulage; calculates expense of extra work at about 1*s.* 3*d.* per ton. Haulage is expensive, in consequence of the bad inclines and short distance; 5460–5467. 5622. 5631–5636. Return tickets at a fare and a half are issued to third-class passengers, and third-class carriages are run by every train. Passengers (chiefly artizans and labourers) are carried twice a day to Dublin, Kingstown, and Bray for ½*d.* a mile. Carrying passengers on that portion of the line answers, numbers being much greater. Low fares have been in operation for 12 months; no increase in the gross receipts, but large increase in traffic; very little additional expenditure. Other places of importance on line, but no difference made; 5468–5482. By amalgamating several small companies into one, a considerable saving would be effected. Thinks Irish railways at their present rates might be worked for a little over 40 per cent. of the gross receipts. Average cost of working English railways 50 per cent.; explains how saving

Dargan, Mr. William—*cont.*
would arise; 5489–5492. 5609–5615. Thinks amalgamation could be carried out at some future time without Government or Parliamentary interference. No difficulty in whole of Irish railways reducing themselves into two or three systems. The directors would consent to any scheme that would put their property in a better condition, but the officers would object unless they received compensation; 5493–5503. Has considered proposition of Government purchasing Irish railways. If Government brought to their aid their better credit, and obtained money at a low rate of interest, great good might be done; Government ought not to sustain a loss. If Dublin and Wicklow Company were assisted in this way to the extent of a million and a half, they would not object to reduce rates 30 per cent. on certain traffic. Good security would be given. Peculiarity of this railway; 5504–5511. 5655, 5656. If extensive reductions made, there will be permanent loss; reduction of one-third would cause temporary loss. Could not reduce to this extent without Government help. Thinks it could be proved that Government would incur no risk in making advance; money would be employed in completing line and reducing interest upon money borrowed; 5512–5517. Quotes dividend paid and amount of capital. Cannot say how the Government by guaranteeing new preference capital would relieve companies from any amount of interest; 5518–5525. How railways paying no dividend should be dealt with; 5526. About 26 millions already laid out upon Irish railways; believes the whole could be bought without compulsion for about 22 millions; data upon which estimate formed; 5527, 5528. 5551–5557. Upon amalgamation there would be a saving of one-fifth in the working expenses. Does not think any company would refuse to sell to Government if a fair offer were made; 5529–5534. Amalgamation would not interfere with further extensions. There are bills now before Parliament for the construction of railways; justification for applying for those lines in county of Wexford. Very few districts that would justify a railway being made; 5535–5540. Shares of insolvent companies have a nominal price in the market; some of them are as low as 15 per cent. Is sorry that rule laid down has been abandoned, that parties applying for a Bill should prove their capability of making the line; discussion as to how solvency should be proved; 5541–5545. 5548–5550. Where new and old lines have come into competition they have damaged each other; 5546, 5547. If Government purchased railways, a special board might work them. Leasing them to any private company would not be an improvement as regards the country. Does not understand how such a board would be subject to political influence. How it should be constituted. Would rather place railways under private management if conditions could be inserted in lease to protect the public, and the property and interests concerned; 5558–5567. 5576. If Irish railways became the property of Government, some of the great English companies would become competitors for the lease; they might meet a little loss upon Irish side, but recoup themselves on English side. Whether a benefit would accrue to Ireland would depend upon conditions of lease. Would work well if parties applying for lease were to tender to work lines under certain maximum rates fixed by Government; the lowest offered should be taken; 5568–5572. Dublin and Wicklow is a line of 120 miles; has equal mileage rates both for passengers and goods, with exception of working people's train; 5573–5575. 5648, 5649. Certain landholders have made advances to promote construction of railways in parts of Ireland; 5577. Landholders and agriculturists would be greatly benefited by an extensive reduction, but would not be willing to give any security to carry out scheme; 5578–5582. If companies could not find security to justify Government in applying funds of United Kingdom, cannot suggest how Irish people could assist themselves. Objection might be made if a Government subsidy were granted to Irish railways and not to railways or other industrial undertakings in England, but exception should nevertheless be made; 5583–5592. Very little coal wanted for manufactures in Ireland, except in the north, there being plenty of water power. Manufacture of wool and flax would not be much affected by a reduction of rates; 5593–5602. Peasantry are not likely to do injury to railways, if property of Government; 5603–5605. If matters left as they are, amalgamation will be very slow; 5606–5608. Average cost of keeping up permanent way in Ireland about 80*l.*; more in England; upon Dublin and Wicklow line about 85*l.*; 5616–5621. Is supplied with a large quantity of traffic from mines at Vale of

DARGAN, MR. WILLIAM—*cont.*

Avoca; increase since accommodation afforded; rate charged fairly remunerative; mining companies pay high dividend; not a fair test of charge to reckon rate as a per-centage in value upon goods carried; 5623–5630. A partial reduction might be made without loss; Dublin and Wicklow would be better pleased to get one-third of the assistance required, and reduce rates 10 or 15 per cent., than to have full amount and reduce 30; reason why this railway is in a peculiar position to test principle; 5637–5639. 5650–5652. Rate reduced within last two years, but not much benefit has accrued; 5640, 5641. Parcel rate low; season ticket holders get theirs carried for nothing; is not a good system, being open to abuse; parcels are not delivered by company; number carried by season ticket holders; 5642–5647. 5650. 5653, 5654. Doubts whether third-class fares could be so low as to take away inducement to walk. Irish labourers have no occasion to travel, small shopkeepers do. There would be a great advantage in reducing third-class fares; 5657–5662. Purchase of Irish railways by Government should be voluntary on company's part; a few might stand out, but traffic might be so worked as to force them in; Government offer should be conditional upon all the railways accepting it, otherwise small companies might stand out. Some precautions would be necessary to prevent impediments being thrown in the way of traffic being worked over lines of those railways holding out; 5663–5675. Midland Railway Company leased their line at one time, and their rolling stock and permanent way were allowed to get into bad condition. The public were served properly. There were clauses in lease to prevent deterioration, but they were found to be defective; companies leasing a line would look more to present than ultimate profit. There would be no difficulty in securing owners of railways against injury; 5676–5687. Leasing company should have a maximum fixed, but should be allowed to reduce as much as they liked. Maximum should be lower than present rates. Would make an uniform charge per mile, and allow a terminal charge that would regulate it; there would be a higher rate per mile for a short distance than for a long; 5688–5699. Would have a fixed terminal charge at a particular place; cartage and labour should be separate. Terminals include only loading and unloading at stations. Should be a maximum rate for terminals. Would allow companies to carry any particular description of traffic at any rate they pleased, but they should not carry between same places at different rates for different persons. Not fair to carry at a less mileage rate into one district than over line generally. A discount might be allowed for quantity. If all railways were in the hands of one company Board of Trade should prescribe and equalize rates. Special rates could not be prohibited. All rates should be published; 5700–5718. If railways in hands of one company, and they found upon one part of their system they could get traffic at 1*d.* per mile, whilst upon another it could not be got if charge more than ½*d.*, they should be left free to act, provided they did not exceed maximum, and treated all alike; 5719, 5720. System of discounts places small traders at a disadvantage; allows a differential rate upon a single waggon, so that it does not affect the poor man so much as it did; 5721–5724.

Letter from witness on Irish railways; *App.* AY.

DARLINGTON:

Complaint of irregularity in passenger fares between Darlington and Newcastle; *Wooler* 9556–9566. 9698–9703. Answer to this; *O'Brien* 12,152.

DEAD MEAT TRADE:

With proper traffic arrangements, a considerable trade in dead meat might be carried on from Ireland; this would increase value of cattle; *Cawkwell* 5144, 5145.

DEBENTURES. *See* BORROWING POWERS.

DECLINE OF TRAFFIC:

Steady decline in passenger and goods traffic in proportion to increase of mileage upon all the Irish lines; this may be attributed to high rates. Conflicting opinions prevent reductions; *Sullivan* 2019–2026. 2048. Decrease of traffic latterly on Irish Great Northern and Western Railway; *Earl of Lucan* 2962. Considerable decrease of passenger traffic on Waterford and Limerick railway in 1863; *Malcolmson* 3537.

DELAHUNTY, MR. JAMES. (*Analysis of his Evidence.*)

Is managing director of the Waterford and Kilkenny and Kilkenny Junction railways; 5011. As far as Waterford is concerned there is great difficulty in approaching

DELAHUNTY, MR. JAMES—*cont.*

the interior of Ireland from want of railway communication. Complains of want of accommodation from Great Southern and Western Company not running trains from and to Kilkenny at convenient hours; gives instances and suggests a remedy; 5011–5014. 5018–5026. Passengers from Waterford and Dublin cannot go by way of Kilkenny and return same day. Great Southern and Western the only line from Dublin to Waterford. This railway has always opposed any scheme for connecting the North Midland Railway of Ireland with Waterford; nevertheless an Act was obtained in 1860 for making a line from Kilkenny to Maryborough; constructed as far as Abbeyleix, and traffic of the district in eight weeks has increased 33 per cent. Object of the Great Southern and Western in opposing; 5015–5017. 5027–5032. London and North-western and Great Southern and Western have lately entered into an arrangement with Mr. Malcomson (a large steam-packet owner in Waterford), for the steamers, and Limerick Railway Company allowing them 30 per cent. of all monies received for traffic brought by Dublin to allow it to go by Dublin, although they may do nothing to earn it. Hands in heads of arrangement, and shows how it has the effect of diverting traffic of district through England by Dublin and Holyhead, and injuring communication between southern parts and England. There should be some tribunal to prevent railways diverting traffic, and a large company subsidizing a small one; 5033–5047. Mr. Malcomson is a resident of Waterford, and has a large interest in the railways and steamers. Thinks the London and North-western must have entered into arrangements with him, not alone in connexion with Waterford interest, but in connexion with their other interests; 5048–5050. Arrangement, though not illegal, is exceedingly injurious to the public interests. Reads a resolution adopted at a meeting of merchants, traders, and citizens of Waterford; 5051, 5052.

Report (referred to by witness) of a committee appointed to inquire as to the best means to be adopted to promote, protect, and develop the trade and commerce of Waterford; *App.* AL.

DELAY. *See* EXPEDITION, 1. PUNCTUALITY IN RAILWAY TRAVELLING.

DEMURRAGE. *See* COAL TRADE, ENGLAND.

DERBY:

Unfair and unequal rates charged by Midland Railway Company, and occasional extraordinary delay, severely felt by tradesmen at; *Cox* 8575 *et seq.*; *Renals* 8684 *et seq.*; *Nicholson* 8796–8798; *Wheeldon* 8863 *et seq.* Some have been raised within the last few years; *Renals* 8748–8751. Want of competition one cause of this, there being no railway at Derby but the Midland; *Cox* 8604–8608. 8611; *Nicholson* 8822. 8859; *Wheeldon* 8870. 8908. Attempts are being made to introduce another line; *Cox* 8612; *Wheeldon* 8871. Loss of trade at, from delay in transmission of goods; *Cox* 8665–8669. Injurious effects of want of railway competition; *Renals* 8712–8715. Disadvantage at which Derby stands as compared with Sheffield in obtaining goods from port of Bristol; *ib.* 8738–8747. The best remedy would be a competing line; a scheme to effect this object thrown out by Parliament in 1865, but another is to be introduced in 1866; *ib.* 8757–8762.

Witnesses are in error who state that the Midland are the only company at Derby; the North Staffordshire are there, and give rates to Derby traders for various places. Midland Company never carried goods between Derby and Manchester until lately; *Allport* 12,368–12,372. Sheffield rates lower than Derby in consequence of the much larger trade and the cheap water communication; *ib.* 12,474.

Derby is well supplied with coal and water power, but excessive railway rates neutralize these advantages, although the Trent Navigation has helped somewhat to keep them down; *Wheeldon* 8903–8907. 8916. In 20 or 30 years, population has nearly doubled, and yet trade has decreased; *ib.* 8915, 8916.

Answer on the part of the Midland Company to Mr. Cox's and Mr. Renals' complaints; *Allport* 12,449 *et seq.*; 13,744 *et seq.*

See also ALLPORT, Further Examination (1.) MIDLAND RAILWAY. RATES AND CHARGES, &c., 5.

DERRY AND COLERAINE RAILWAY:

Successful working of, by witness, who held it on lease from Loan Commissioners; by reducing rates and fares,

Derry and Coleraine Railway—*cont.*

and improving management witness, from a state of insolvency, brought it to produce a profit of several thousands a year; witness's policy since reversed, with disastrous results; *Roe* 5727 *et seq.*; Belfast and Northern Counties Company took a four years' lease of line after last witness, but they lost considerably by it, and gave it up; have now entered into working arrangements, and still manage it; a competing line has latterly helped to reduce profits; *Lanyon* 6077–6101. Line is in a very bad state. and was so when transferred from Mr. Roe, especially the bridges; *ib.* 6130–6138.

Contradiction of Mr. Roe's statement that fares and rates were raised when Belfast and Northern Counties Company took line of him. No increase took place till December 1863, when fares on their whole system were raised 5 per cent. Statement given in showing this, and testimony of railway officials quoted to same effect. Line better managed now than by Mr. Roe; *Cotton* 7783–7788. 7791. 7829–7833. Greater facilities for excursionists, &c., and better accommodation for passengers now than during Mr. Roe's time; *ib.* 7789, 7790. Reasons for working line at a mileage rate; third-class return tickets now issued, also through traffic with England. Denies that company are uninterested in line; *ib.* 7791, 7792. Reduction in receipts not attributable (as Mr. Roe states) to advance of fares and rates, but to two or three bad years, and to competition. Statement of receipts for several years, and of arrangements with Dungannon and Omagh Company to avoid competition; *ib.* 7794–7809. Company paid Mr. Roe for giving up his lease; *ib.* 7810. Derry cartage being included in Mr. Roe's account, witness also includes it in his; *ib.* 7810. 7814–7817. Mr. Roe having given 1½*d.*, 1*d.*, and ½*d* and a fraction, as his 1st, 2nd, and 3rd class fares, witness directly contradicts this, stating them to have been 2*d.*, 1½*d.*, and nearly 1*d.*; *ib.* 7818–7823. Witness believes that the increase of 5 per cent. mentioned above has not checked traffic, but that the company have made the whole of the money; reference to statistics and discussion of this point; *ib.* 7834–7852. Further discussion of the question, in which witness endeavours to show that although less money has been taken, the circumstance is due to causes other than the advance in fares; *ib.* 7853-7872. Witness believes population of the district to be decreasing; *ib.* 7873. One or two small stations closed since company have had line; this suggested by Mr. Roe; *ib.* 7874, 7875. Particulars of the mileage rate at which line is worked; *ib.* 7876–7885. Number of trains on the whole system was slightly diminished in 1864, but now restored; carriages hold an average of 35 to 40 passengers each; *ib.* 7886–7892. Mr. Roe stated that he worked the line at a profit, but since company have had it, it has barely paid expenses; particulars of arrangements between the two companies; *ib.* 7893–7906.

See also Cotton. Lanyon. Roe.

Diagrams, &c.:

Comparative weekly receipts on Great Western Railway; *App.* CD. Comparative weekly receipts on all railways in the United Kingdom for the year ending December 1864; *App.* CE. Number of passengers booked out of Paddington Station each day during 1865; *App.* CF. Weight of excess luggage at Paddington station each day during 1865; *App.* CG. Map showing distribution of broad and mixed gauge lines in the West of England; *App.* DA.

Differential Rates. *See* Rates and Charges, &c., 2, 5.

Disputes:

Proposed tribunal for settling disputes between companies without delay, or recourse to courts of law; *Lees* 9470 *et seq.*

Suggestion for the establishment of a tribunal for settlement of disputes between railway companies and the public; *Williams* 10,342 *et seq.*; *Corbett* 10,988.

Discussion of a tribunal for modifying rates or investigating complaints as to them. Witness considers that present courts afford ample protection to the public. County Courts very convenient and inexpensive for this purpose. Public opinion is sufficient to deter companies from exceeding powers. Such a tribunal would upset provisions of companies' Acts; *Smithells* 13,090–13,095. Companies generally acquiesce in decisions of County Court; *ib.* 13,097, 13,098.

Diversion of Traffic from its natural Channel:

From Liverpool, by unequal charges, &c.; *Clark* 44, 45. 50–53. 67–69. Also by companies being interested in docks, &c. at rival ports, to favour which they carry at unfairly low rates; *Patterson* 255–300. Railway companies should not have power to divert traffic; *Sturge* 775–784. Witness, who is general manager of the London and North-western Railway, states that the company having constructed a railway to Fleetwood, and spent money in making a port there, charge a very low rate, in order to bring traffic in that direction; *Cawkwell* 11,402–11,406. Answer to Mr. Clark's charge as to Liverpool; *Allport* 12,347. The natural traffic of Hull diverted by North-eastern Railway Company to bring trade to their docks elsewhere; *Atkinson* 881, &c., 946–961. Statement in answer to this, to show that public were benefited by diversion complained of; *Cawkwell* 11,526–11,530. Statement to show that Company have benefited Hull, and supported the docks there; *O'Brien* 11,963 *et seq.* Great inconvenience results from Waterford and Limerick Company trying to force traffic in a certain direction; *Ryan* 2684; *Longfield* 2914, 2915. Preceding statement partly incorrect; *Malcomson* 3453. Injury to Newry and Armagh Company by Ulster Company diverting their traffic; *Fearnley* 4965, 4966. Diversion of traffic between southern parts of Ireland and England by Irish Great Southern and Western Company; there should be a tribunal to prevent diversion of traffic, &c.; *Delahunty* 5033–5047. If Irish railways managed by one company they should not be allowed to divert portions of traffic to and from England in order to bring it all to one port; *Grierson* 5951–5953. Injury to Coleraine from differential rates to endeavour to force traffic through port of Londonderry; *Macauley* 7288–7315.

See also Smithells.

Dividends:

Statement of Irish railways classified according to the dividends paid; *App.* BG. Comparison of dividends paid by English and continental railways; *App.* CN.

Docks:

Railway companies should not be allowed to hold; *Sturge* 839. Injurious effects to Hull of railway company possessing; *Atkinson* 881, 882. 946–961; also to Nottingham from same cause; *Hutchinson* 9730.

Justification of railway company possessing docks, and charging equal rates to various ports; *Harrison* 15,169 *et seq.* Among the Hull people there is a great difference of opinion on the subject; *ib.* 15,185.

General list of Acts passed from 1801 to the end of the session of 1866 for docks owned, leased, or worked by railway companies; *App.* EK.

See also Harrison. O'Brien.

Dublin:

Seven-eighths of the traffic north and south of Ireland pass through Dublin; a more direct communication needed; *Roe* 5849, 5850. Present goods and passenger through rates act very injuriously on Dublin; for instance, a London return ticket costs 5*l.* 3*s.*, whilst one from Belfast may be had for 2*l.* 10*s.*; *Parker* 6878–6889. Further information on and discussion of this question; goods carried greater distances for less amounts, &c.; some of the causes pointed out; *Bewlay* 6902–6923; *Pim* 7094–7098. Unfair pressure of present arrangements upon trade of Dublin; *Bagot* 6994, 6995; *Barrington* 7131–7147. Desirability of lower fares shown; *ib.* 7001–7003. Parcels rates recently raised; *ib.* 7020–7025.

Communication from Lord Mayor of, respecting railway rates and charges; *App.* AF. Statement, as submitted by the Lord Mayor of, to the Royal Commissioners on Railways, showing cause of complaints on Irish lines; *App.* AM. Letter from the Lord Mayor of, enclosing resolution on Irish Railway reform; *App.* BQ. Communication from Lord Mayor of, giving proceedings of a public meeting on railway reform; *App.* EA.

Dublin and Belfast Junction Railway:

Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

Dublin and Drogheda Railway:

Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

DUBLIN AND MEATH RAILWAY:

Returns showing company's charges for various kinds of goods; *App.* BH.

DUBLIN AND WICKLOW RAILWAY. *See* IRISH RAILWAYS.

DUBLIN, WICKLOW, AND WEXFORD RAILWAY:

Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

E.

EBORALL, MR. C. W. (*Analysis of his Evidence.*)

Is general manager of South-eastern Railway Company; 16,086. Captain Gordon's complaint that company will not undertake delivery of Government stores beyond limits of their own line is not strictly correct; has never refused to carry goods through, but only to carry them through in a specified time; no difficulty in companies making arrangements to secure the speedy forwarding of these stores. Suggestions should come from Quartermaster-General or storekeeper. Could not send special trains with them; 16,087–16,091. 16,101. Cannot send a gun from Woolwich to Portsmouth under 48 hours; its course; and cause of delay; 16,092–16,099. No unwillingness to form through booking arrangements with London and South-western; 16,100. Explains why company object to make through rates for carriage of coal; 16,102, 16,103. 16,106. 16,113. Has through booking arrangements with all companies for goods; is in the clearing house; 16,104, 16,105. At what points London and North-western and Great Western could deliver coal upon witness's system. Has a communication with Clapham junction, but does not send traffic; Brighton Company carry coal that way; 16,107–16,112. Seaborne coal can be delivered cheaper at ports of Whitstable and Dover than at Brighton; 16,114–16,117. Has through rates with railway companies north of London for general goods, not through rates to all stations on South-eastern line; very little inconvenience therefrom. Has them with Great Northern, North-western, Great Western, and Midland to all important stations; 16,118–16,121. Principle upon which terminal charges are made; 16,122–16,125. 16,127, 16,128. No objection to a maximum terminal charge being fixed by Act of Parliament; 16,126. No terminal for passengers; are not prohibited from charging one; would be justified in doing so; why distinction made between passengers and goods; 16,127–16,136. Companies not likely to charge more than their maximum fares; South-eastern charge 20 or 25 per cent. below for passengers for all stations; only half maximum charged at many. Places where maximum fares are not charged by parliamentary trains; are not charged to Folkestone. Gives fares to Folkestone and Dover, and states that gross charge not more to places short of Dover than to Dover itself; 16,137–16,149. Has prepared and puts in a statement showing comparison in different cases between English and continental railways; 16,150, 16,151. More favourable principle with regard to return tickets in England than in France. First and second-class single continental fares much below English; excursion fares much higher, and are only run occasionally in France. All above 30 kilogrammes (65 lbs.) of luggage is charged for; weight allowed in England. Compares fares in England to those in France and Belgium; are from 15 to 20 per cent. higher in England, but taking into consideration frequency of trains, greater speed, and greater weight of luggage allowed, charges are more beneficial in England; 16,152–16,163. 16,170–16,178. Cannot say what would be a fair average allowance to make for luggage upon 100 first-class passengers. Passengers going abroad carry more than others; 16,164–16,166. French railways cheaper than Belgian; 16,167–16,169. Would be better for the Belgians to charge more money and travel at greater speed, and give more convenience with regard to change of carriages; 16,179, 16,180. Number of trains between Dover and London and Boulogne and Paris; comparison in favour of England. English railways have cost more than double those of France and Belgium; to what increased cost attributable. Gives cost per mile on certain continental and English railways, number of passengers carried in the year, and length of lines. French Government has given great aid in the construction of railways. Do not take cost of line into consideration in fixing fares; only consider what will bring in the largest return to company; 16,177. 16,181–16,189. Large proportion of passengers carried by South-eastern are from London and 20 miles round; are not merely passengers travelling between London and Greenwich; 16,190, 16,191. Working expenses per mile more on South-eastern than on railways in France and Belgium; to what cause increased expense due; hands in statement of "Regulations and Obligations of Railways in "France;" 16,192–16,201. 16,219. Source from which figures in statement drawn up are taken; 16,202. Book through only with Northern of France, and with Paris, Lyons, and Mediterranean as far as regards Marseilles. Through rate from London to Paris is the full local rate on both railways; public only get a through ticket; if rate were divided on mileage basis Northern of France would get a greater benefit. South-eastern share higher in proportion than Northern of France; reasons. In France before rates are charged or altered the sanction of the Minister of Public Works has to be obtained; 16,203–16,217. Goods traffic goes quicker in England; 16,218. If steel rails were cheaper expenses of keeping up permanent way would be reduced; could divide cost of working between different heads of expenditure; 16,220–16,222. Thinks trains are not run only partially occupied; if public had less accommodation in that way there would be no material saving in expense; 16,223, 16,224. Goods traffic small on South-eastern line; has from 130,000 to 140,000 tons a year of mineral traffic. On list of articles given in, charges are 12 or 15 per cent. higher on South-eastern than on French railways. Passenger fares are not higher than upon other English railways; 16,225–16,228. Average charge per mile for ordinary first-class passengers on South-eastern is 2½*d.*; on all the great lines of country the average is 2*d.*; 16,229–16,232. South-eastern have been great sufferers from accidents; some modification of the law with reference to compensations necessary; would be desirable if Legislature could fix the amount to be paid. In London, Chatham, and Dover Act claim is not to exceed 100*l.* for working men; why they obtained this special exemption; 16,233–16,236. Would limit the liability of all railway companies; how question might be determined. If limit of compensation fixed same amount should be paid to passenger whatever the cause of accident; such a course would do away with an enormous amount of litigation; mentions a case where heavy compensation was awarded and the person afterwards got comparatively well. Amounts companies have had to pay have pressed heavily upon profits; gives sum paid in the last 10 years by South-eastern, and to what extent the dividends are affected in consequence. Last accident will cost company nearly 70,000*l.*; 16,237–16,252 If liability limited a passenger should be allowed to insure to a reasonable amount; 16,253, 16,254. Witness subsequently added some remarks headed, "Precedents for alteration of the "law in regard to liability of companies in case of "accidents to passengers by railway."

Paper referred to by witness:—Information as to the obligations and conditions of transport of railways in France; *App.* CK. Letter from witness on Government and private aid given to French railways; *App.* DH.

EMIGRANTS:

Reduction of fares to, on Belgian railways; *Fassiaux* 3138. Witness does not think Irish railways have suffered from the emigration; perhaps they have benefited; *Murland* 4844, 4845. Emigration has caused rise in wages throughout Ireland; no one now need be unemployed; *Earl of Clancarty* 6379–6381. Emigration to America shows how low fares will induce people to travel; *Parker* 6865.

If system of uniform mileage fares were adopted, it would stop certain facilities now given to emigrants for reaching their port of embarkation; *Grierson* 13,287–13,289.

EMIGRATION:

Has not affected railway traffic in Ireland; *Hancock* 7643.

ENNIS, MR. JOHN, M.P. (*Analysis of his Evidence.*)

Is chairman of Irish Midland Great Western Railway; 4011. Was its originator, and has been for 20 years connected with railway and paid much attention to its affairs; 4012, 4013. Question of reduction of fares has often been submitted. Thinks traffic in Ireland a limited quantity, and that any reduction would not bring a compensating receipt in money. Admits that his

ENNIS, MR. JOHN, M.P.—*cont.*
company do not carry all that could be carried; 4014, 4015. 4066–4068. 4212. No experiments have been tried, the fares being low. For many years harvest labourers have been carried at ½*d.* per mile; a great many still walk or go by car; gives distance and rates by the cars. If a large reduction were made in fares, the receipts might recover in four or five years, but shareholders would not like to go without a dividend for that time; 4016–4024. Would not pay to charge such fares as are charged on some of the excursion lines in England; 4025, 4026. Not aware that low fares have been tried on the Londonderry and Coleraine line. In Ireland passenger and goods rates nearly uniform. When a railway is subsidized low fares can be introduced, as shareholders do not suffer; 4027, 4028. Third-class passenger fare is ½*d.* and one-tenth per mile; is not in excess of the Act. Parliamentary trains are run one each way daily at 1*d.* per mile; 4029–4032. Harvest men are generally carried by ordinary train; sometimes sent by special; this traffic has increased; gives number carried in three half years. Reason why they are not taken by fast train. Doubts whether ½*d.* a mile would pay. Could take them for half-price if a certain number came in a day or week; 4033–4035. 4072–4081. Number carried during latter half of 1864. Third-class passengers increasing; attributes this partly to emigration; 4036–4039. Cattle traffic at a standstill; arises from scarcity. No reduction of fares would increase traffic; considers rates reasonable; has lately made a small reduction. Reasons why fat cattle are sometimes driven; gives number of miles they go, and states that injuries received in trucks are not comparable to wear and tear along the road; could not drive cattle so far in summer time; 4040–4049. 4053–4059. If rates were reduced there would be an increase in store cattle traffic, but doubts whether it would be profitable. Facilities at every station for putting cattle into trucks. A great number of store cattle still travel by road. Quantity carried regulated by number of trucks possessed; at Ballinasloe fair the supply deficient, but at other fairs, when supply ample, do not get all the traffic; sometimes borrows rolling stock from other companies; 4050–4052. 4060–4063. 4069–4071. Does not know proportion that travel by railway and by road, or proportion of the whole cattle that travel in a year; 4064, 4065. In 1860, at the suggestion of Mr. Forbes, passenger fares were advanced 10 per cent.; receipts considerably increased; does not know whether the passenger traffic diminished. Last half year revenue fell off; ascribes this to impoverished state of the country; 4082–4085. 4094–4099. Return tickets are issued from market town to market town. A considerable number avail themselves of them. Principal market towns on line; 4086–4088. All persons who will travel by these harvest trains are treated in the same way. Women and children would not be refused if they came. They are all through passengers; 4089–4093. Would like to see amalgamation tried, as it would diminish expense of management; 4100, 4101. Gives length in miles of Midland Railway proper, and names small lines rented, &c. by that railway. Equal mileage rates over whole line; 4102–4105. Lord Clancarty was so persuaded that low fares would be remunerative that he proposed to try a reduction between Athlone and Galway, guaranteeing the company against loss. Difficulties in the way that caused proposition to be declined. Discussion as to responsibility of grand jury of Galway in consequence of Loan Act of 1849; 4106–4116. Where there is an increase of tonnage and receipts for coal and coke it must be attributed to wet years and difficulty in getting turf; 4117–4122. Dissents from opinion expressed by Mr. Forbes that by reducing rates for coal to ½*d.* per ton per mile it could be delivered to all parts of Ireland for 16*s.* or 17*s.* per ton, as that is the price paid at Dublin. Gives price at the quays, cartage paid, and cost of delivery to certain places; 4123–4133. 4139–4142. 4146, 4147. Proportionate consumption would not increase by reducing to ½*d.* per mile; 4134, 4135. Cheaper for witness to burn coal than turf. In wet seasons the latter is worthless; 4136–4138. 4148–4150. Reasons why the masses could not use coal; 4151, 4152. A full train load consists of 40 or 50 trucks: one locomotive would take about 120 tons of coal. Trade in coal does not exist, the quantity required being small, and use of it opposed to habits of the people; 4153–4159. Groceries, wines, and spirits are the leading articles of the goods traffic. Carries a good deal of corn, but the trade is variable. Does not carry turf, it is taken by the Royal Canal, which is owned by the Midland Great Western Company; they do not interfere with the traffic on it, but leave that to the

ENNIS, MR. JOHN, M.P.—*cont.*
option of freighters and private enterprise; may charge any rates it thinks proper. The Grand Canal are empowered to charge from 10 to 15 per cent. lower than the railways, and the freighters may charge what they like; 4160–4180. 4210. As soon as company came into possession of the canal (about 18 years since) they reduced the rates in order to secure traffic which before was sent by road; there was a large increase in traffic and receipts, which continued until company ceased to be carriers on the canal, and threw it open to public competition. From that time the tonnage receipts have not increased; 4181–4183. 4186, 4187. 4190–4197. Does not obtain an income from canal equal to interest parted with in price paid for it, but was enabled to make part of railway on banks of the canal. Expense of keeping canal in repair small; 4184, 4185. Has an agreement with Mr. Wallace to receive and deliver goods in Dublin, Galway, Sligo, and Athlone; 4188. Cannot state relative rates of charge for cartage and by railway conveyance; 4189. There are no mills in neighbourhood of line of railway. Offered some time ago to take minerals at a very low rate, but in consequence of difficulty in getting them to railway they were not sent. Has had no other application for special rates; 4198–4203. Fish traffic an advantage. Valuable fish travel by night trains; inferior is taken at very low rates. Explains why Galway fisheries are totally neglected. Unproductive state not owing to want of facilities by railway companies. If English fishermen went to west coast of Ireland they would not be allowed to fish; 4204–4209. Has an arrangement with Great Southern and Western Company by which steamers are prohibited from plying upon any navigation; 4211. If low rates and fares were tried, it could only be done at expense of shareholders; 4212.

ENNISKILLEN, BUNDORAN, AND SLIGO RAILWAY:
Memorial from Mr. H. M. D'Arcy Irvine, as to the; *App.* BS.

ERRORS OF RAILWAY SYSTEM:
The fundamental error of our railway system is that the country has to adapt itself to it, instead of its being adapted to country; instance cited; *Galt* 8509. Many unnecessary lines have been made; *Stewart* 14,863.
Witness objects, on administrative principles and public economy, to giving up main lines of communication to trading companies as a monopoly, and for profit; *Chadwick*, 17,179.

EXCURSION TRAINS:
On Belgian railways; *Fassiaux* 3061.
On Irish Great Southern and Western; *Haughton* 4491–4493. Cheap Sunday excursion trains between Cork and Limerick; *ib.* 4689–4691. Third-class people will only avail themselves of excursion trains at holiday times; trains are then crowded, and financially satisfactory; *Murland* 4950, 4951. But little pleasure traffic in Ireland; excursion trains should be frequent; *Bewlay* 6977, 6978. Excursion trains have recently been tried on Irish Midland Great Western with most satisfactory results; *Barrington* 7108–7112; also on Great Southern and Western, but not so successful; *ib.* 7117–7120. No difficulties in the way of excursion trains in Ireland; *ib.* 7121–7123. Desirable, even if fares were one third what they now are; *Galt* 7485–7489.
Summer excursion arrangements made by Londonderry and Coleraine Railway in 1860 and 1865; *App.* BB. Statements in reference to excursion trains, Ireland; *App.* BY.
Excursion trains not a very profitable traffic; they are too numerous and frequent; those confined to one day pay best; one company will often run them because another does so; *Cawkwell* 11,619–11,632.
Excursion trains on some lines have been carried too far; when they are so very heavy they get in the way of everything and endanger the ordinary traffic; and as far as company is concerned they are not all profit; *Clarke* 12,849–12,857. 12,866; but witness would not have Government interfere, either to enforce a certain interval between starting of trains, or in any other way, the railway people being the best judges; *ib.* 12,886-12,892.
Reason why witness thinks that, except in thickly-populated districts, you could not induce people to travel for any long period or continuously. Excursion trains scarcely pay towards end of season; would limit them to holiday excursions if it were possible; is certain they induce parties to travel who would otherwise pay full fare; *Grierson* 13,292–13,299.
Very considerable excursion traffic on Lancashire and Yorkshire Railway, which company consider answers

EXCURSION TRAINS—*cont.*

their purpose, and does not much interfere with ordinary traffic; *Smithells* 13,186–13,189.

At end of season excursion trains scarcely pay; *Gooch* 17,847.

EXPEDITION:

1. *Delay.*
2. *Rate of Speed.*

1. *Delay:*

By Midland Railway Company in transmission of goods; *Cox* 8582. Injurious effects of, to trades of Derby, as neighbouring towns can be supplied from a greater distance in less time: 5 or 6 days are sometimes occupied in conveying goods 45 miles; this is probably caused by waiting to make up a full train load; they nearly starved a cow belonging to witness from delay on the line, and he could obtain no compensation; *ib.* 8665–8669. Companies should be compelled to name a reasonable time, and should be bound under a penalty to deliver goods within it; no higher rate should be allowed for this; they are themselves particular enough in charging demurrage to others; *ib.* 8670–8678. Complaints of delay on the part of the Midland Company at Nottingham; *Hutchinson* 9757–9787.

Answer to Mr. Cox's complaint of delay; *Allport* 12,477–12,480.

Frequent delay by railway companies in forwarding salt vans belonging to witness, entailing a loss of 700*l.* to 1,000*l.* a year for demurrage; probable causes; suggested remedies; *Corbett* 10,892–10,899. 11,053. Tabular statement showing loss to witness in several ways by these delays; *ib.* 11,025. Discussion of various points brought out by this table; delay is always with the companies, not with the consignees; *ib.* 11,026–11,047. Greatest delay occurs at Reading, probably from misunderstandings between companies; *ib.* 11,045, 11,046. Remedy would be better working arrangements, making companies liable for demurrage, and compelling them to provide all the trucks; *ib.* 11,048–11,050. Special instances of delay; *ib.* 11,051–11,056. After inquiry, witness believes that there has been very little detention of Mr. Corbett's waggons; on the contrary, company complains of traders' delay in unloading their waggons; *Grierson* 11,898–11,901. Company now have information which will enable them to trace the cause of any delay with traders' waggons; some delay arises from neglect of consignees to take delivery; witness thinks Mr. Corbett's suggestion of charging siding room to consignees where delay occurs a very good one, and wishes it could be carried out; *ib.* 11,906–11,914; but it is doubtful whether company have power to enforce it; *ib.* 11,915. Discussion of this point. Witness thinks if consignees could thus be charged for delay, company still ought not to be liable for demurrage; it is desirable that the above doubt should be cleared up; *ib.* 11,916–11,926. When company's waggons are used, company can compel consignees to empty them promptly; *ib.* 11,927, 11,928.

Complaints of serious injury to Cannock Chase and Lintz colliery owners from delay in forwarding their waggons, railway company giving an unfair preference to their own and those of other railway companies; *Brown* 11,070 *et seq.* If consignees delay to unload, the companies charge immediately for their station room; *ib.* 11,163. If no delays took place, one-half present number of waggons would suffice for traffic; *ib.* 11,165.

Denial to any statements that undue delay takes place in delivery of goods from London and North-western Railway. Goods received during the day are almost invariably sent off the same night; *Cawkwell* 11,662–11,670.

Statement of Cannock Chase Colliery Company's waggons damaged or delayed by certain railway companies; *App.* BN. Reply of the North British Railway Company to the charges of delay in delivery of goods; *App.* DX. Complaints from the South of Scotland Chamber of Commerce as to delays in delivery of goods by railway; *App.* DX.

See also ALLPORT. MIDLAND RAILWAY.

2. *Rate of Speed:*

On German lines very good; perhaps about the same as on Irish; *Mulvaney* 1148–1150. Of express trains in Belgium about the same as in England; *Fassiaux* 3063, 3064.

First-class trains travel faster in France than in England; but second and third class much faster here than in France; *Stewart* 14,665–14,673. Speed of various trains given; *ib.* 14,689–14,692.

Uncertain and unsatisfactory state of the law as to speed which Post Office may demand for mail trains; *Page* 14,968.

Speed higher here than on the continent; *Eborall* 16,166. 16,174, 16,177.

The most economical rate of speed is about 15 miles an hour; *Bidder* 17,006–17,008. Ordinary mineral trains run up to 40 miles an hour at present; *ib.* 17,047.

Speed for goods trains, to be economical, should not exceed 15 miles an hour, but this is impracticable, as they must keep out of the way of others, and public are impatient for their goods; *Gooch* 17,391–17,396. Companies have at present the strongest possible inducement to forward goods quickly, viz., their own interest. They are punished very severely for delaying perishable articles, and the trains are organized specially with regard to them; *ib.* 17,516–17,522. Present railway legislation presents obstacles to speedy transit and distribution of goods throughout the country; *Chadwick* 17,260.

Comparison of the speed of trains by English and continental railways; *App.* CN. Statement of, on certain English railways; *App.* EE.

See also FOREIGN AND COLONIAL RAILWAYS.

EXPRESS TRAINS:

Speed of, in Belgium, about the same as in England; *Fassiaux* 3063, 3064.

Express fares abandoned on most of the trains on the London and North-western system; this has made trains less punctual, and sometimes unwieldy; *Stewart* 14,730–14,734.

See also RATES AND CHARGES, &c., 3.

EXTENSION OF RAILWAY SYSTEM:

Although a great many unnecessary lines have been made, a very much larger amount of accommodation will yet be required; among others, cheap single lines in agricultural districts; *Stewart* 14,863–14,867. How these cheap lines are to be constructed; *ib.* 14,872. Serious abuse in present system of obtaining Acts prevents *bonâ fide* investors from embarking in railways, and discourages making lines which are really needed. Old companies should be in a better position, and they would then give the necessary accommodation; competition, cost, &c. have greatly reduced dividends, and discouraged old companies doing this; *ib.* 14,873–14,876.

Extensions should only be made where landowners are disposed to assist by taking shares; then company in whose district it comes should be bound to work it at 50 per cent. Present regulations sufficient to ensure their being of a *bonâ fide* character; *Bidder* 16,739–16,743. Speculative lines not on the whole objectionable; *ib.* 16,744–16,745. Great companies should not be prevented from making new lines, even though they invade other districts; *ib.* 16,747–16,750.

The benefits derivable in future from the cheaper and better use of existing railways, and from extensions, will be as great as any that have resulted from existing system, but these benefits are in a great measure prevented by false principles of legislation. In many cases, both in large towns and for agricultural purposes, but especially the latter, witness believes an extensive system of tramways worked by horses would be highly serviceable, but Parliamentary expenses are so enormous, even when there is no opposition, as to amount to a prohibition of anything of the kind; *Chadwick* 17,181–17,183. Suggestion that new lines might be constructed and maintained by local authorities, in a manner analogous to system of gas supply at Manchester; or as public roads are made in Ireland; viz., by public rates; *ib.* 17,215–17,224. 17,266–17,269. Present difficulties in the way of such extensions as witness suggests are the enormous obstructions in obtaining Act, and uncertainty as to the opposition which may spring up; discussion as to analogy between gas and water supply and railways; *ib.* 17,236–17,243.

See also NEW RAILWAYS.

F.

FAMILY TICKETS. *See* TICKETS.

FARES, REDUCTION OF. *See* RATES AND CHARGES, &c., 3.

FASSIAUX, M. CHARLES ALBERT. (*Analysis of his Evidence.*)

Is director-general of the posts, railways, and telegraphs in Belgium, 3058. Return tickets are issued in an exceptional way. No season tickets, but tickets are issued to encourage travelling; 3059–3062. Gives speed on Belgian lines. Profit 7 per cent. upon capital expended. For several years there was no profit, but Chamber of Deputies decided that to make them pay more money must be spent; 3064–3070. The State should have the management of railways, and of the transport of goods, but the collection and delivery should be left to private enterprise; 3071–3073. Proposal to buy up railways was rejected. Several railways are worked by and belong to companies; public say they are not worked so well as by the State; 3074, 3076. Government has control over times of running trains on private lines; competition between them; difficulties felt in consequence of parallel lines running in rivalry; under consideration to take these lines; 3078, 3079. Enumerates certain articles which are carried without any profit; 3080–3082. Rates are published; a few special arrangements for rates are made, which are to be abandoned as being objectionable; similar arrangements are made by private companies; 3083–3088. Goods are loaded and unloaded at station by the agents of the administration, cost included in tariff, but coals and all goods loaded by shovel, and travelling uncovered, at the expense of agent, sender, or receiver; when Government assists in unloading, charge is included under head of "extra expense;" 3089–3093. Private companies do not pay so well as Government lines; the latter, with one exception, possess all the great lines: 3094–3096. Less than a year ago the tariff on certain goods was considerably reduced; result to present time satisfactory; 3099–3101. Railways for the most part run through manufacturing and mining districts; there are some through purely agricultural parts. Statement being prepared showing result of reduction of rates, both in the manufacturing and agricultural districts; 3102–3104. Would have made reduction even if Belgium had been an agricultural country like Ireland; 3105, 3106. Transport of goods not considerable in Belgium; 3107. Discussion upon a statement laid before Chamber of Representatives of Brussels, determining tariff for passengers' luggage on State railways, showing that from 1856 to 1864 considerable reductions were made in rates for goods. Result so satisfactory that Government intend reducing the passenger rates; 3108–3116., 3138–3143. Rates for coal lower in Belgium than in England; 3117–3119. Experiments have been made to send coal from Liège to Paris; it has been proposed to send coal from Minden to Paris, and from Westphalia to Minden. Is surprised that cast iron has been transported from Belgium to England, where it is produced cheaper; 3120–3124. Certain places to which there are through rates for goods; 3125. No difficulty in getting foreign railways to reduce rates. Reduction did not extend to Austria and Prussia. How total rate is divided between Belgium and Prussia; discussion thereupon; 3128–3135. Result of reduction same upon all the railways. Winter more favourable for increase of traffic on railways, as the canals are closed, and roads not easily traversed; 3136, 3137. Lines worked by Government afford greater facilities for postal service. Mails go by any train; 3138–3145. Parcels are carried by railway, and delivered at persons' residences; in Prussia there is a parcels post; states how collected and to what distance delivered by Government; 3146–3152. Post-office can send bags by all railways, and by any train without paying rates. Letters by all railways are free. Under special circumstances post-office allow private companies a special sum; 3153–3160. Soldiers upon service or leave, not Government employés, are conveyed at a reduction of 50 per cent. Special service organized by Government for keeping up rolling stock and engines. Manufacture of locomotives by private enterprise; 3165–3167. Position of persons employed on railways as to salaries and pensions, and how appointed; 3168–3176. One private railway has been bought by Government; how value estimated; 3177–3179. Names certain railways in course of construction; 3180, 3181.

Memoranda on Belgian railways, communicated by one of the Commissioners, and referred to by witness; *App.* M. Particulars furnished by witness as to the capital, &c., of railways in Belgium; *App.* DO.

FAVOURITISM. *See* RATES AND CHARGES, &c., 2.

FEARNLEY, MR. BENJAMIN. (*Analysis of his Evidence.*)

Is secretary of Newry and Armagh Railway Company. Traffic is very seriously interfered with by competitive measures of certain companies with which this railway is connected. Mentions companies which divert the traffic. Through rates have been refused by these companies. Business communications and trade with port of Newry lies in Monaghan and Clones districts; chiefly inward coal traffic; a great deal of traffic in grain and bread stuffs in that district and some extensive mills, also a traffic in slates, timber, and agricultural produce; 4965–4970. Companies desire equal rates by both routes to Monaghan, and division of traffic. Difference in distance in favour of Newry and Armagh getting passenger traffic; 4971–4975. Doubtful whether Monaghan district would be better provided for by amalgamation with Ulster company. Newry and Armagh a local company; chiefly English capital; 4976–4979. Thinks the Cardwell Act does not meet evil complained of, but has not tried its efficiency; discussion thereupon; 4980–4983. 4991–4998. 5005, 5006. If a through rate were established, there would be a great traffic in grain and minerals. Where grain sent to, and for what purpose; 4984–4987. When railway made, expected to be able to make arrangements with other companies. Why company did not form a station at Armagh; 4988, 4989. When section from Gorah wood opened, has had no through rate since. Population of district lying between Gorah wood and Newry is denser than any other part of known world, except China; 4990. 4999. Quotes fares for third-class passengers between Newry and Armagh (22 miles). Gets all the direct passenger traffic. Reason why does not get all goods traffic; 5000–5004. Amalgamation would not cure all the evils of present system; it would then be the joint interest of companies to get as much traffic as possible upon each railway, but not to develop all the ports equally. A powerful port like Belfast would very likely have a greater interest in a long route than a small port like Newry. Reads and hands in correspondence received, illustrative of inconvenience of not having through rates. Has complied with every request made for exchange of through rates; 5007–5009.

FIELD, REV. J.:

Statement as to want of correspondence of trains on different lines in the Midland counties; *App.* Q.

FISHBOURNE, MR.:

Explanation from, in reference to certain statements made by Messrs. Haughton, Murland, and Forbes, *App.* BC.

FISHERIES AND FISH TRAFFIC. *See* IRISH FISHERIES.

FLAX TRADE, IRELAND:

Would be greatly stimulated by better railway arrangements and a reduction of rates and fares; *Sullivan* 2121, 2122. Very little flax brought to Limerick by railway; *Tinsly* 2582. Clonmel is the most inland town in which witness has established flax manufactories; *Malcolmson* 3574, 3575. Flax mills would be established if rates were reduced; *Hemans* 3933. Cultivation of flax might be stimulated by reduction of railway charges; *Murland* 4761. Great traffic in; extension in growth and manufacture of; *ib.* 4856–4861. Manufacture of wool and flax would not be much affected by a reduction of rates; *Dargan* 5594-5601. Large increase in produce of flax in the south; *Roe* 5850. Loss of flax trade on certain lines from want of proper traffic arrangements; particulars of trade, growth, &c.; *Shaw, W.* 6433–6450.

FLEETWOOD. *See* LIVERPOOL.

FLETCHER, MR. JAMES. (*Analysis of his Evidence.*)

Is secretary to the Rochdale Merchants' and Traders' Association; 1345. Complains of the insufficient number of trains as compared with the neighbouring towns. Representations were made to the directors of the Lancashire and Yorkshire Railway Company, and an extra train was put on; 1346–1353. Great competition at Oldham and none at Rochdale; in consequence, passenger fares are very high; gives instances. In some cases they are higher than the legal fare; 1354–1384. The rates are equally high for goods; the charge on the same line for cotton from Liverpool to Rochdale is 12*s.* per ton, and to Heywood (three miles nearer) 10*s.* per ton. There is a canal to Heywood, but the rates are the same as by railway; 1385–1395. A considerable amount of cotton is brought from Liverpool to Rochdale in the year, and the aggregate amount of loss arising from difference in carriage would form a very serious sum if the trade was in its usual state; 1396, 1397. The rate was formerly 9*s.* to Heywood and 13*s.* to Rochdale, but there was a

FLETCHER, MR. JAMES—*cont.*
remonstrance, and 1*s.* was taken off to Rochdale, and 1*s.* 2*d.* put on to Heywood. For produce such as sugar, it is 13*s.* per ton from Liverpool to Rochdale, and 12*s.* to Oldham; 1398–1401. There are two lines from Liverpool to Oldham, the London and North-western and the Lancashire and Yorkshire; most of the produce comes by the latter to Rochdale. The London and North-western do not go to Rochdale; they go to Oldham, but do not carry goods; all the cotton practically comes by the Lancashire and Yorkshire; 1402–1405. Witness was told by a timber merchant that he could have had one heavy cargo of timber carried to Oldham for 90*l.* less than he paid to Rochdale; the consequence is that the timber merchants at Oldham can undersell those at Rochdale, the carriage making a very great difference; 1406, 1407. For machinery for export from Rochdale the rate is 13*s.*, and from Oldham 12*s.* 3*d.*; in fact, the same principle applies throughout; 1408–1411.

See also SMITHELLS.

FORBES, MR. WILLIAM. (*Analysis of his Evidence.*)
Has been engaged 20 years in the management of railways in England and Ireland, and until recently was manager of the Midland Great Western and the Great Northern and Western lines; 1453–1456. Is familiar with all the systems of railways in Ireland. Present rates are prohibitory of any development of traffic. Irish rates, both for passengers and goods, are as high, and in some cases higher, than English rates; if they were lower there would be a large increase in traffic, and the country would be greatly benefited. Has proposed to the directors a reduction of 50 per cent., but as there would be a temporary loss of dividend, they did not accede to the proposition; 1457–1463. The rate for coal is double what it is in England; rates for coal and grain stated; 1464–1475. Thinks coal could be carried all over Ireland at a rate of ½*d.* per ton per mile; if so it could be sold for 16*s.* or 17*s.* per ton; 1476, 1492. Coal traffic very limited. The Midland Great Western system extends over about 330 miles, and the traffic in coals is only 200 tons a week. The gradients upon that line are very fair, but near to Dublin the curves are bad; 1477–1482. Believes that if coal could be had for 1*l.* a ton, it would supersede turf and be more economical. Discussion as to how present rates prevent this result; 1483–1485. 1537–1548. The gradients on the Great Northern are as adverse for some short distances only as those on the Midland Great Western. The cost of carrying coal depends very much upon the gradients; 1486–1488. Recommended the directors to reduce the rate upon coal from 1¼*d.* to ½*d.* per ton per mile; they made it ¾*d.*, and the traffic increased 25 per cent. without creating any loss. Anything short of ½*d.* per ton would be of no use; reasons for this opinion; price of coal in Galway, Dublin, and Cork; 1489–1514. 1524–1527. 1549, 1550. An uniform rate of ½*d.* per mile would be remunerative to the companies; they would get full train loads, one engine taking about 315 tons; 1515–1521. The directors refused to make a general reduction in the tolls, being afraid of a loss of income. Opening a new piece of line at a reduced rate would create dissatisfaction; 1522, 1523. It is a common opinion among the Irish directors that there is a fixed quantity of traffic, and that no reduction of rates will increase it; 1528, 1529. Witness calculated that if the rates were reduced to ½*d.* per mile, the coal traffic would have increased ten-fold; 1530–1534. Suggested to the directors to become coal merchants, but they refused; 1535, 1536. If a reduction were made of 50 per cent. there would only be loss for two or three years. Reduction could not be made piecemeal for passengers. There would not be the same loss upon coal; but in the case of passengers there would not be such an increase as would recoup the loss until after expiration of two or three years; 1551–1560. Considers that the entire traffic of the country might be increased by a reduction of rates; 1561. Coal is a very important article of traffic. If rates were lower, cattle might be carried by railways. Gives present rates; 1562–1568. On the Midland Great Western the profits from passengers and from goods are about equal; 1569–1573. Has been told that if the rates were reduced 3*d.* a waggon per mile (50 per cent.) all the store cattle would be put upon the railway. This would be worth the companies' while for a distance of 20 miles; 1574, 1575. If experiments were made there would be a loss for some time upon the general traffic. Does not think the directors are to blame in not acceding to such a reduction; 1576–1580. Proposes that the earnings of a full waggon should be 3*d.* per mile. Gives calculation

FORBES, MR. WILLIAM—*cont.*
as to expense of conveying loaded trains. States that this sum would be remunerative to the companies. Discussion thereupon; 1581–1616. 1626–1633. Midland Company have a canal of their own running alongside the line from Dublin to Mullingar, and to Longford. A little coal and turf is carried upon it, but the company ceased to work it, because there was not sufficient traffic for both; 1617–1622. The Great Southern and Western Company compete with the Grand Canal. Competition had the effect of lowering the rates, but in the last two or three years they have come to an agreement and work on differential rates; 1623–1625. About 10 loaded trucks go daily through from Dublin to Galway. Thinks the number would be doubled by a reduction of 50 per cent. At a moderate rate, they would carry an enormous quantity of potatoes into Dublin, and also for the English markets, and there would be a great increase in agricultural produce generally, and in manufactured goods from England; 1636–1638. 1641–1644. The grain that is consumed on the Midland Great Western line comes from the districts about Sligo, and from up to Longford; 1639, 1640. Through rates to a small extent between manufacturing districts of England and ports of Ireland upon almost everything but cattle have been in existence for a year and a half upon the Midland Great Western. Companies will not agree to a mileage division of rates. Gives some particulars; 1645–1650. The reason why there is no through rate for cattle on the Midland Great Western and Great Southern and Western lines is that they have to make good any loss that may arise, whereas steam packet companies are protected by their bill of lading, and will not join the railway companies in the risk. Railway companies have not had to pay a heavy sum under this system; 1651–1658. Great Western Railway passes through a limestone district, but there is no traffic in lime. In Cavan there are some minerals which could be worked at a moderate rate, if coal could be got to them. On some of the northern railways a considerable quantity of coal is carried; 1659–1666. The third-class passenger traffic is capable of the greatest increase by adopting low fares. There are no third-class return tickets issued by the Great Southern and Western and the Midland Great Western. The latter runs a train on market days at a single third-class fare. Third-class return tickets are issued by some of the English railways; 1667–1669. 1683. Excursion trains have been tried on the Midland Great Western to a very limited extent. Excursion tickets, in connexion with English railways, are issued at single fares; 1670–1673. No passenger duty in Ireland. It is 5 per cent. in England; 1674–1676. Second-class carriages until recently better, and more generally used, in Ireland than in England; 1677–1680. Third-class fare in Ireland 1*d.* per mile. There are no regular express trains; 1681–1684. States plan adopted by Mr. Bianconi to make his cars pay; 1685, 1686. Average speed upon Irish railways less than upon English; 1687, 1688. Two months before and after harvest time a large number of men are carried from Ireland to England at the rate of ½*d.* per mile; 1689, 1690. If a charge of ½*d.* per mile for third class were universal, travelling would be considerably increased. Season tickets have been tried, but without result. There is a large traffic from them on the Dublin and Wicklow line; 1691–1694. Companies do not run a sufficient number of trains for the accommodation of passengers. Has recommended the directors to put on more, but they refused; 1695–1698. Population of Athlone and Castlebar small, the intermediate places of importance are Roscommon and Castlereagh; 1699, 1700. Has never heard of any attempt to create a traffic in milk; 1701, 1702. No parcels traffic of any great importance; 1703. There is only one passenger train from Castlebar to Athlone per day. There should be at least three; 1704–1706. In consequence of the number of interests, railway reforms difficult in Ireland. There are 18 boards to control 1,700 miles of railway, earning 1,520,000*l.* a year, whereas the London and North-western, with 1,200 miles, earning 5,300,000*l.*, has only one; 1707, 1708. Thinks Irish railways would work better if they were all amalgamated in one company. Traffic in England better developed in large enterprises than on smaller lines; 1709–1713. 1724–1726. Does not know the amount of capital expended in Ireland. Discussion as to working Irish railways; 1714–1723. If a law could be passed to compel companies to reduce their rates a guarantee should be given to them for the loss that would arise. States mode by which this might be done. Discussion thereupon; 1727–1729. 1733–1748. Government should not assist companies in carrying traffic below cost price; 1730–1732. The

FORBES, MR. WILLIAM—*cont.*
manufacturing industry of Ireland is principally in the north, near the seaports. There would be little railway traffic with regard to it; 1749–1751. By the establishment of facilities you might create a manufacturing population. If Galway was the seat of manufacturing industry the trade of the port would be considerably increased, as well as the wealth of the place, and the receipts of railway companies; 1752–1759. Midland Great Western Company paid last half-year 2 per cent.; has paid 5. Diminution from increase of working expenditure, and renewals of the permanent way, and not from any great falling off in the traffic; 1760–1767. The line from Athlone to Castlebar is only worked by the Midland Great Western. If more trains were run between the two places the dividend would be increased; 1768, 1769. Increase of agricultural traffic must arise from increase of production; 1770–1773. Difficulties in the way of transit and transport prevent an increase of manufacturing industry in Ireland; 1771–1784. If moderate rates were established it would lead to an increase of fish traffic. Gives reasons; 1785–1793. Poultry and vegetables are mostly brought into Dublin by railway; 1794–1797. Railway companies very reluctant to reduce fares unless they think such reduction will be accompanied by an increase of traffic; 1798, 1799. Believes there will be no change unless Parliament interferes. Gives an idea as to what that interference should be; 1800–1802. Thinks the directors would be repaid in about a year for any reduction they might make upon coals. It is not so much loss of dividend as an aversion to change. Could carry treble the quantity with the same rolling stock; 1803–1808. Through rates in connexion with English railways would develop traffic, and would be equivalent to a reduction of the local rates; 1809–1811. Universal complaints of mismanagement of Irish railways. Principally of the high rates; 1812–1814. 4*d.* per mile is the ordinary cartage rate, but no analogy exists between carting and railway carrying; 1815–1819. Terminal charges in Ireland considerably lower than in England. The companies do not cart, it is done by agents who charge what they please, sometimes as much as 75 per cent. of the railway charges; this state of things would not exist were there through rates; 1820–1828. Is in favour of the amalgamation of Irish railways. In consequence of loss of patronage, &c., the directors are opposed to the system. Does not agree with Mr. Dargan as to the sum that would be saved by the amalgamation of all the Irish lines; 1829–1837. Average working expenses of Irish railways 49 per cent.; by better management could be reduced 5 to 7 per cent. About 50 per cent. in England; 1838–1844. Want of competition injurious both to the country at large and to the railway interests; 1845.

Explanation from Mr. Fishbourne in reference to certain statements made by witness; *App.* BC.

FOREIGN AND COLONIAL RAILWAYS:

1. *Foreign Railways generally.*
2. *Belgian Railways.*
3. *French Railways.*
4. *German Railways.*
5. *Canadian Railways.*
6. *Russian Railways.*

1. *Foreign Railways generally:*

By the continental system of restricting number of railways and limiting number of trains, cost of conveyance is reduced, but this could not be done here; *Hawkshaw* 14,511–14,529.

Witness has prepared and will give in a comparative statement of some particulars of English and continental railways; this will show that continental 1st and 2nd class fares are much below English, but that they have nothing like our excursion fares. Also, that our system of passengers' luggage is much more liberal than theirs; *Eborall* 16,150–16,165. Speed higher and trains more frequent here than on the continent; *ib.* 16,166. 16,174. 16,177. Various comparisons as to charges, luggage, speed, return tickets, &c. between French, Belgian, German, and English railways; *ib.* 16,167–16,178. Comparison much in our favour; *ib.* 16,181–16,183. Cost of construction of English railways double that of French or Belgian; reasons; *ib.* 16,183–16,186. 16,189. Proportion of passengers on English and continental lines; *ib.* 16,188. Working expenses 25 per cent. less on French and Belgian railways than on South-eastern; reasons. Though against the rules, more fees are received by railway servants there than here; *ib.* 16,192–16,199. Some particulars of through arrangements between French and English railways; *ib.* 16,203–16,217. Speed of goods trains greater in England than in France; *ib.* 16,218.

Witness has never seen anything upon foreign railways that would make him wish to exchange our system for theirs; *Sherriff* 16,424.

Lines are worked more cheaply on the continent than here; French and German workmen are rapidly improving as mechanics, and are now nearly as skilful as our own; *Sturrock* 17,858–17,864.

Memoranda on foreign railways by Mr. W. K. Sullivan; *App.* AE. Comparison of the rates charged for passengers, goods, and passengers' luggage on English and continental railways; speed of trains; number of passengers carried; receipts per mile; dividends, &c., &c.; *App.* CN.

See also SWITZERLAND.

2. *Belgian Railways:*

Some return and excursion tickets issued, but no season tickets at present; *Fassiaux* 3060–3062. Speed of express trains about the same as in England; *ib.* 3063, 3064. Profit 7 per cent. on capital expended; for several years there was no profit, but Chamber of Deputies decided that to make them pay, more money should be spent; *ib.* 3064–3070. The public say the State railways are better conducted than those managed by companies; *ib.* 3076. Government control rates, times of running trains, &c., on all the lines; competition between Government and companies; Government manage their railways more with a view to the public good than to profit; some articles are carried without any profit; *ib.* 3077–3082. Some preferential agreements exist at present, but are to be abolished; *ib.* 3083–3088. Loading and unloading trains; *ib.* 3089–3093. The Government lines pay better than the private ones; Government possess all the principal lines; *ib.* 3095, 3096. A gradual reduction of rates has been made, with highly satisfactory results; *ib.* 3097–3101. 3112–3115. Witness would make the same experiment in Ireland; *ib.* 3105. Government contemplate reducing passenger fares; *ib.* 3116. Rates for coal lower than in England; *ib.* 3117–3119. Through rates with Prussia, &c.; *ib.* 3125, 3126. Some particulars of the traffic in neighbouring countries; *ib.* 3127–3136. More traffic in winter, as other means of communication are less available; *ib.* 3137. Passenger fares and luggage; reduction to emigrants; *ib.* 3138–3143. Great postal facilities; mails go by every train, and are carried free. Great facilities also for parcels; *ib.* 3144–3162. Soldiers are conveyed at half price; *ib.* 3163, 3164. Manufacture and repair of stock; appointment of employés; administration; salaries; *ib.* 3165–3176. Purchase of a railway by the Government; railways now under construction, both by Government and by private promoters; *ib.* 3177–3181.

Belong to the State; cheapest on the continent for travelling upon; good financial position of; *Galt* 7374, 7375. Comparison of English and Belgian passenger fares; *ib.* 8415 *et seq.*

Witness "cannot imagine anything worse or more "infamous than the travelling in Belgium." "They "think of everything but the passenger's convenience;" *Hawkshaw* 14,535.

Inconvenience and delays on Belgian railways; *Eborall* 16,179, 16,180.

Memoranda communicated by one of the Commissioners, and referred to by M. Fassiaux, on Belgian railways; *App.* M. Statement laid before the Chamber of Representatives at Brussels on March 7, 1865, concerning the tariffs for passengers and luggage on the railways of the State; *App.* N. Official collection of tariffs for the transport of goods, finances, equipages, horses, and cattle on the State railways of Belgium; *App.* AS. Conditions and fares for the transport of passengers on the State railways of Belgium; *App.* CT. Particulars as to the capital, &c., of the railways in Belgium; *App.* DO.

3. *French Railways:*

Speed of 1st class trains less, but fares about the same as in England; 3rd class fares lower than here; charge made for passengers' luggage; *Stewart* 14,665–14,774. 2nd and 3rd class passengers are considerably better off

FOREIGN AND COLONIAL RAILWAYS—*cont.*

3. *French Railways*—cont.

than in England; *ib.* 14,675. Comparison of fares, amount of passengers' luggage, speed, and number of trains per day, of French railways as against English; *ib.* 14,676–14,679. French carriages not much superior to English; *ib.* 14,680–14,682. 2nd and 3rd class fares lower, and more frequent trains, as a rule, in France than here; *ib.* 14,683–14,685. 14,688. Speed of 2nd and 3rd class far greater here than there; *ib.* 14,689. Between intermediate stations greater accommodation in France than here; *ib.* 14,699. Goods traffic; *ib.* 14,701; a different charge is made when carried by passenger trains; no comparison can be instituted between their rates and ours; *ib.* 14,706–14,710. Government have greatly assisted the railways, and they are much under its control, by which means competition is prevented. Fares cannot be altered without leave of the minister, but this can be readily obtained when any reasonable change is desired. Any differences between companies are submitted to him, which frequently prevents litigation; *ib.* 14,711–14,716. Government guarantee and have a reversionary interest in nearly all the railways; *ib.* 14,718, 14,719. There are some over which they do not exercise any control; *ib.* 14,720. Though they control, they do not work them. They are managed very similarly, but pay better than ours; *ib.* 14,722–14,725.

Witness hands in a statement entitled "Regulations and Obligations of Railways in France," *Eborall* 16,201; [*a fuller translation will be found in the Appendix*]. Arrangements as to obtaining sanction of Minister of *Travaux publics* and publication of rates, witness thinks fetters business very much; *ib.* 16,217. Coal is carried from Dunkirk to Paris at ⅜*d.* per ton mile; *Bidder* 16,684.

Alleged superiority of method of authorization of lines in existence in France, and discussion of system; *Chadwick* 17,191–17,197. Government there maintain lines, and let them to contractors under surveillance. Discussion of advantages and disadvantages of this system, and advocacy of adoption of some such plan here; *ib.* 17,201–17,215. Superiority of French system of accounts; *ib.* 17,274.

Regulations for the transport of passengers and goods on the French railways; *App.* CH. Information as to the obligations and conditions of transport of railways in France; *App.* CK. Answers to certain questions regarding French railways. (*These answers apply to the lines from Paris to Lyons and the Mediterranean*); *App.* DB. Letter from Mr. C. W. Eborall, Manager of the South-eastern Railway, on Government and private aid given to French railways; *App.* DH. Comparison of the railway service in France and England between the metropolis and various naval arsenals, commercial seaports, suburban districts, royal palaces, celebrated cathedral towns, large and small provincial towns; *App.* DM. Examples of the French railways' classification of goods; *App.* EC. List of actual rates per ton charged for certain goods between certain towns in England, and comparison of the same with the French rates for corresponding distances; *App.* ED.

4. *German Railways:*

Ownership of. The German Unions of railways fix all through rates; *Mulvaney:* 1084–1090. Incomes of, much increased through lowering rates for coal and other merchandise. Report of Cologne and Minden railway shows that every reduction in either passenger or goods rates has increased the dividend. The Governments in some cases having made large advances have the option of taking possession of them after a certain number of years. Particulars of earnings, mileage, capital, &c. of some of the German railways; *ib.* 1098–1115. 1161–1164. Low passenger rates; *ib.* 1116–1118. Very few return or season tickets issued, or excursion trains run; *ib.* 1121–1123. The passenger rates are decidedly lower than on the Irish lines; *ib.* 1116–1130. Tariffs are published, and no variations allowed; *ib.* 1131–1138. Governments only control those lines in which they have an interest; *ib.* 1136–1138. 1165–1169. Rate of speed very good; *ib.* 1148–1150. Competition is now promoted in Prussia; *ib.* 1151–1154. Cost of obtaining authorization much less than in England; *ib.* 1155. The construction of a railway in Prussia rests with the Minister of Commerce and Public Works; *ib.* 1156, 1157. Government guarantees; *ib.* 1158–1160. Governments fix rates more with a view to the interests of the public than of the companies, but they would not sanction reductions that would be a loss to the companies; *ib.* 1170–1174. Full train loads frequently a condition for low

FOREIGN AND COLONIAL RAILWAYS—*cont.*

4. *German Railways*—cont.

rates; *ib.* 1195–1197. Principles upon which coal rates are fixed; other produce not carried at same rates at present; *ib.* 1261–1265. Back carriage scarcely ever charged; *ib.* 1272. German Unions are for through traffic and uniform rates; *ib.* 1273–1275. Statistics, &c. of, given in; *ib.* 1277–1279. Level crossings too prevalent in Germany; *ib.* 1847.

Rules drawn up by the Congress of German Railway Engineers for regulating the construction and working of and the conveyance upon the railways in Austria, Prussia, and the German States according to uniform principles; *App.* CA. Regulations for the working of the Prussian State railways; *App.* CB. Memoranda on the connexion of the Austrian Government with the railways in that country; *App.* DG. Further information from Mr. Mulvaney in regard to German railways; *App.* DT. Particulars of railway service between various towns in Prussia; *App.* DN.

See also COAL TRADE, GERMANY.

5. *Russian Railways:*

Plan of first-class carriage in use on Russian railways; *App.* CJ.

6. *Canadian Railways:*

Principal lines have received from Government aid. Amount afforded, capital expended, and interest to be paid; *Brydges* 5376–5380. At first Government appointed a certain number of directors to control railways, but they are now managed by parties appointed by share and bond holders. Government directors found inconvenient politically; Government now exercises no control beyond any included in the Act authorizing the railway. Can only interfere in regard to the rates, a maximum rate being fixed by Act for one portion only of Grand Trunk Railway. Fares actually charged are much lower than those over portion of the line from Montreal to Toronto. Competition as strong there as elsewhere. From Quebec to Portland passenger rates vary but little; there is a regular scale for goods; *ib.* 5381–5392. Average rates for passengers; only two classes. Return tickets at a reduction of 25 per cent. are only issued in some cases to lower class, but almost invariably to first class. An emigrant class also, which is used for one description of traffic; *ib.* 5393–5401. Fares have been reduced 25 to 30 per cent. in the last three years, and there has been a considerable increase of traffic, and also in the receipts; *ib.* 5402–5407. Fares and rates must be submitted to Governor-General in Council, who may direct something lower. There never having been an appeal, proof that public is satisfied; *ib.* 5408–5412. Considerable cattle traffic; rates vary according to time of year; *ib.* 5413–5415. In some cases through rate 30 or 40 per cent. lower for passengers and goods than usual rate. Rates lower than in England; description of traffic. Rates generally rather lower than on American railways, as Grand Trunk competes for rather shorter distances to get to same points, and has more direct water competition; *ib.* 5416–5423. Post Office send mails by the railway; how rate of payment determined, and number of mails per day; *ib.* 5424–5436. With an exception, railways are as free in respect of charging rates as English companies. Question never been raised to reduce maximum rates. Thinks there is general satisfaction with rates. Lines in Canada in hands of three or four companies; names and routes; *ib.* 5437–5441. Grand Trunk Railway has no security for a limited period or a perpetuity against competing lines. Is at the risk of Canadian Legislature sanctioning competing lines. Competition, principally by lake or river, over nearly the whole of the system; *ib.* 5442–5451.

FOX, MR. EDWARD. (*Analysis of his Evidence.*)

Is a stockbroker in Dublin. Has been engaged in that capacity for 20 years. Has had extensive opportunities of becoming acquainted with value of Irish railways. There are 26; 14 pay an average dividend of 3¼ per cent. and 12 none at all, equal to dividend of 1¾ upon the whole. Net receipts of Irish railways about 770,000*l.* upon a total of 24,000,000*l.*, or about 3 per cent., including debentures, but excluding Government loan, which would reduce average. Does not know extent of Government loan; 6561–6571. Strong desire of the shareholders and the public that Government should purchase the railways. If so disposed, commissioners

Fox, Mr. Edward—*cont.*
should be appointed to negotiate with present directors. Boards of Directors would be willing to dispose of railways upon equitable terms. Government would receive warm support from non-paying dividend lines. How value of these railways might be estimated, and what per-centage of original capital offered. Shares are not likely to rise under any system that shareholders would have it in their power to see enforced. Compulsory sale could not be carried out; 6572–6589. 6685–6688. Public complain very much of bad working of Irish railways; 6590, 6591. Could give average price of shares of non-paying dividend lines, and in most cases average price of debentures for a particular year. No great difficulty in estimating value from interest actually paid. Mentions market value of shares and interest paid by certain low-paying dividend lines; discussion as to amount Government should pay for these and for those paying a dividend; 6592–6626. Great disinclination to invest money in Irish railways. Explains why some new schemes are brought forward. Latterly all efforts have failed to induce Irish public to absorb the capital of these companies; have been entirely worked out through instrumentality of railway contractors, who are tempted by the high prices for the works. These schemes are financed in the City of London; no market found for the shares. Much higher prices are paid to the contractor than if company had had the capital and been free to enter into contracts. Contractors paid in shares and bonds. System greatly enhances cost of railway. Recommends, nevertheless, that nominal cost of each railway should be groundwork for determining price. In case of non-paying dividend lines Government might give 50 per cent.; 6627–6640. Railways have been beneficial to Ireland; 6641. Many of the companies in Ireland have had recourse to Lloyd's bonds; how they appear in the accounts; 6642–6647. Government could relieve Irish railways by assisting in financing upon their higher credit. Thinks Government could purchase whole of railways for about 18,000,000*l.*, and could borrow the money at about 3½ per cent.; this, taking last year's return of receipts, would give them a clear profit of 140,000*l.* They would lease lines to one company, themselves keeping perfect control; should be worked with greater regard to public interest and with reference to postal arrangements; there should also be a fixed rate for merchandise and passengers; would reduce maximum fares 50 per cent.; there would be more traffic at these fares. Present directors will not enter upon such sweeping reforms unless aided by Government. In five or seven years the company would recoup itself. Benefits that would arise from such reduction; 6649–6654. 6709–6722. Makes provision in plan for Government purchasing railways out of present receipts; 6655, 6656. If Government purchased railways for 18,000,000*l.*, 12,000,000*l.* would represent the preference shares, debentures, and original stock of railways paying a dividend at par, and six millions would represent the original stock of those lines paying no dividend, being a reduction of 50 per cent upon original capital invested; discussion thereupon. It would not be quite equitable to take as a standard of value the market price of shares at a time of depression. Great Southern and Western included in those at par. The largest preference stock in Ireland belongs to this railway; is 4 per cent. perpetual, and sells at 94*l.*; 6657–6683. 6702. 10 per cent. upon price quoted would not be sufficient; 6684. Would not be liberal to take present value as real value; 6689, 6690. In one particular instance market value of shares above real value; 6691–6693. Irish shareholders have no privileges in travelling; only advantage they obtain or expect is a dividend, and yet a share to which a dividend of 5*s.* per annum is attached sells for 16*l.* If an average for a certain period were taken of dividend paid to ordinary shareholders and interest paid to preference shareholders and debenture shareholders, and Government were to add a sum somewhat in excess of this, shareholders would be satisfied, as they would be glad to receive a fixed Government rate of interest, even if it were a little lower than they have been receiving. There would be no difficulty in ascertaining payment of past years. Difficulty with the railways that pay no dividend. Shareholders would be satisfied with a small annual payment. Would not do to take average receipts of last five or ten years as a basis for valuation, as those receipts have not admitted of any dividend. If Government came in they would create a market for this property, and consequently the parties ought to be dealt with upon very liberal terms. Generally speaking, the dividends have been decreasing year by year; therefore if Government agreed to pay a sum equal to average receipts of past years, they would be paying a larger dividend than

Fox, Mr. Edward—*cont.*
the shareholders now receive, this of itself would be sufficient bonus; 6694–6708. If Government purchased Irish railways nothing unreasonable to ask Irish public to guarantee them against loss; does not think there would be any, as there would be a large indemnity found to start with, and a great saving effected in management by amalgamation; if there were, might be met by increasing income-tax. Company would probably require the lease for 21 years; 6723–6725. 6727–6731. Amalgamation of any of the small companies with larger ones would not be of much benefit; 6726.

France:
Letter from Mr. R. Dudley Baxter on the system of amortization of railway capital in France and other continental countries; *App.* DJ. Memoranda given by the French Government to railways in that country; *App.* DL. Comparison of the railway service in France and England between the metropolis and various naval arsenals, commercial seaports, suburban districts, royal palaces, celebrated cathedral towns, large and small provincial towns; *App.* DM.

French Railways. *See* Foreign and Colonial Railways, 3.

French Trade:
Diversion of, from Liverpool, by excessive railway charges and want of accommodation; *Clark* 50–53.
Denial of this statement, and other causes assigned; *Cawkwell* 11,448.
French system of altering rates but once in three months seriously interferes with English companies making through arrangements with them; *Allport* 13,822–13,833.

G.

Galt, Mr. William. (*Analysis of his Evidence.*)
Is author of a pamphlet, published in 1843, entitled "Railway Reform." States purport of his evidence given before a Committee of the House of Commons appointed in 1844 to investigate subject of railway management; upon recommendation of such Committee a Bill was introduced by Mr. Gladstone, and after very strong opposition, passed, recognizing the expediency of Parliament at some future time considering the question of purchasing the railways. Quotes extracts from speeches made by Mr. Gladstone and Sir Robert Peel upon the introduction of the Bill; 7336–7340. 7346, 7347. In consequence of certain erroneous opinions then prevalent the Bill did not receive much support from the public generally; 7341. Gives mileage and capital invested in railways in 1844 and 1865. Dividend of 8 or 10 per cent. was paid in 1844; 7342–7345. Until recently the Act has not engaged attention of public; 7348. Meaning of "Railway Reform"; 7349. Passenger fares not more than half what they were formerly by coach, but much higher than on the continent; delivers in table showing fares in different countries. Does not know whether less numbers travel in this country; 7350, 7351. 7479, 7480. Fares should not be regulated by those on the continent; 7352. Delivers in table showing how expense of conveying passengers can be calculated; 7353, 7354. Proposes that passenger fares should vary from 2*d.* down to ¾*d.* per mile by express trains; hands in table giving proposed fares by all trains, including excursion trains, which are generally about one-third of the ordinary traffic, and also tables showing fares on the principal railways in the United Kingdom; discussion thereupon; 7355–7357. 7371, 7372. 7457–7468. 7481–7489. Accounts for the great difference in fares by various companies; former system of calculating them not followed now to same extent; 7358–7360. In 1844 witness arranged and classified several cases, showing the very little variation made in the charges by each company; instances the Glasgow and Greenock line, and effect the alteration had upon the dividends. Mentions the case of four railways running for a short time (in consequence of competition) at extremely low fares, and influence such reductions had upon the dividends. Doubts whether one of the companies would ever have recovered their expenses. These experiments not a fair trial of the low fare system. Amount of traffic between two places diminishes rapidly in proportion as the distance increases; 7362–7364.

GALT, MR. WILLIAM—*cont.*

7490–7496. No probability of proposed tariff being adopted under present system; quotes from Mr. Gladstone's speech upon this subject; 7365. Reasons why it is desirable that the fixed effect of a low tariff should be ascertained, even though the railways were not purchased by the State; 7366–7368. Upon what lines and through what districts the experiments might be tried; Government should guarantee the companies against loss. Discussion upon the question as to whether it would be possible to find a line upon which the experiment could be fairly tried, in consequence of the lines being so intermixed with one another; 7369, 7370. 7469, 7470. 7573–7580. Would reduce annual and season tickets one-half of present average; 7373. Belgian railways belong to the State; their present financial position; 7374, 7375. Amount paid last year for passenger and goods traffic in the United Kingdom; 7376, 7377. In most cases charges for goods are excessively high; gives authorized charges for four classes of merchandise, and believes that in many cases they are enforced; the actual cost of conveyance is about 1*s.* 4*d.* per mile for 100 tons; 7378–7381. Rate at which coal brought from northern counties to London could be sold. In reality there can be no competition between railway and shipping; 7382–7384. High price of coal prevents London manufacturers competing with those in the north; affects also the steamers that take in their supply in London or any of the southern ports; reads a letter from the firm of Harrington and Co., upon this subject; 7385, 7386. Gives annual supply of coal, and quantity carried by railway; 7387, 7388. Reduction for conveyance of merchandise should not be same as for passengers; principle which ought to govern the fixing of the rates; 7389, 7390. Considerable reduction should be made in parcel and package rates; should be uniform throughout the kingdom; question discussed; 7391–7395. If proposed rates were carried out public would pay about one-third of present prices; 7396, 7397. If railways belonged to the State there would be a great improvement in postal matters; quotes a discussion which took place in the House of Commons in April last, upon the imperfect postal communication between certain places; 7398, 7399. Act of 1844 comes into operation on 1st January 1866; is not desirable or even possible to carry it out by compulsory means. Shareholders would be very glad to part with their property on good terms; are not satisfied with their present position. Dividends have improved within the last year or two; 7400–7407. 7413, 7414. 7440, 7441. Promoters of new lines have very great advantages over proprietors of old lines. No restriction upon State with regard to granting competing lines; 7408–7411. Course to be pursued if proprietors refuse to sell to Parliament; if consenting, how they should be paid; provision made in the Act for calculating the value of the property. Proper test of the value of a railway, what it brings in the market. Bonus that should be given to the shareholders; 7412–7419. 7442, 7443. Class of directors who would favour or oppose the carrying out of the Act. English people generally opposed to Government interference or to system pursued by continental Governments in such matters. The State should have the supervision of all railways; 7420–7424. Does not charge the directors with having abused the trust reposed in them by the Legislature, or with having broken faith with the public; thinks they are bound to do the best they can for their shareholders; 7425. Not much competition between the companies, but only a division of monopoly; difference between railway competition and competition between rival lines of steamers. Free trade in the construction of railways would not destroy the monopoly; 7426–7429. If the amount paid by the public to railway companies be about 36 millions, reducing the rates to one-third would be tantamount to a reduction of 24 millions in taxation. By guaranteeing a certain dividend to companies, inducements to economy and good management would be taken away. Profit that would accrue to State if Act were carried out; would make up any loss consequent upon reduction of rates. Large increase to national debt would not affect the national credit; 7430–7434. 7571, 7572. Reform proposed analogous to a certain extent to that of Post office; 7435. At present time country not prepared for such a change; how it could be brought about; thinks there is now an indication of a change; 7436–7439. 7568. Annual interest on purchase money of railway should be paid out of general taxation. All railway property should belong to the State, and leased to companies on certain conditions, the lessees paying the Government a rent equal to the

GALT, MR. WILLIAM—*cont.*

interest paid, which would be about equal to the dividend now received by shareholders. If Government could not get anyone to lease them, they could be put in commission; how commission should be constituted; question discussed; 7443–7456. 7497–7511. Doubts whether the traffic of the great staples of the country would double or treble in any very short time. There should not be an absolute reduction in rates for merchandise, but that each case must be dealt with as necessity arises. Commission would make a reduction for the public good; 7473–7476. Travelling and everything else should be as cheap as possible; 7477, 7478. Thinks the poor man would be the greatest gainer by a reduction in the rates; 7512–7520. The company leasing the railway would be bound to keep up permanent way, rolling stock, &c., but State should undertake improvements and rebuilding of stations; 7521–7528. 7538, 7539. 7554–7556. Companies would expect to make a profit; 7529. Politics would have nothing to do with the letting of the lines. The highest bid should be taken, provided there was proper security. Railways have great patronage, but companies would be quite independent of the Government. Discussion as to whether Government would interfere for political purposes; 7529–7536. 7540–7552. Would be preferable to divide England into four sections, as there would be very little competition if the whole were put up. The responsibility of each would be about eight millions. Lessees should have 5 per cent. allowed for profit. Does not think that the practical result of this would be that the saving in management would be absorbed in indemnifying the lessees; 7557–7567. If Government tried the experiment of low fares on the Blackwall railway, it would ruin the omnibuses, or if coals were brought at low fares from Newcastle, the collier trade would be destroyed; would be a hardship in each case, but does not think either should be recompensed; 7581–7585. Has not considered the result of Mr. Gladstone's scheme upon further extensions; if it were fully carried out, would put an end to all private enterprize, but not to extensions. Mr. Gladstone contemplated a reduction to one-third of the average charges; 7586–7590. New lines should be constructed by new companies and afterwards bought by the State at a valuation; how value to be determined; 7591–7593.

Further examination.

Corrects former evidence wherein he assents to proposition "That if Government paid a bonus to the share-" holders, the interest would be about equal to dividends " they now receive;" his answer should have been " No, " the profits would have been divided between share-" holders and Government, the former having one-third, " and the latter two-thirds;" gives an illustration; 8413, 8414. Discussion as to the correctness of Table No. 1, "average fares per 100 miles," wherein it is shown that lowest fares are demanded in Belgium, and highest in United Kingdom. Cannot dispute certain conclusions drawn by the Commissioners; is prepared to correct the Table. Correction materially disturbs proportions previously given; 8415–8440. Taking into consideration that in Belgium very few return and excursion tickets, and no season tickets are granted, and a charge made for luggage when taken care of by administration, fares are rather less in this country; discussion thereupon; 8441–8463. Thinks answer to question 7632, given on previous examination, explains Table No. 6, which was made up to show that large deductions have been made in charges on certain important lines with very small diminution of dividends; 8464–8470. Has directed his attention to subject of Irish railways; their construction of more recent date than English ones. In 1837 a commission was appointed to investigate subject of railway construction in Ireland; made a report (popularly called Lieut. Drummond's report), recommending that Government should take steps for the purpose of having railways made there; reads an extract from the report; 8471–8474. In 1844 the first movement was made for their construction; the Great Southern and Western Railway Bill passed in that year, and in the following year Bills were passed for making the principal main trunk lines. States present financial condition of the Great Southern and Western Company; 8475–8477. Cause of management of fares not being popular in Ireland; are higher in Ireland than in England or Scotland; gives instances; 8478–8481. High fares materially affect public travelling; taking population into account, there is an enormous disproportion between number of people travelling in Ireland, as compared with England and Scotland. Reads a letter from a merchant in Coleraine, detailing certain grievances

GALT, MR. WILLIAM—*cont.*
under which the people there labour, and suggesting certain rates for passengers; 8482–8486. 8532–8540. There are a great many independent lines, having separate managements; reasons why they do not amalgamate; 8487, 8488. Tried last summer to get up a feeling to carry out Act of 1844; 8489, 8490. Has prepared a detailed scheme for purchase of Irish railways; divides them into three classes, and states how each should be dealt with; discussion thereupon; loss, if any, should be made up by imposing a tax upon Ireland; 8491–8507. How the railways should be managed when Government acquired possession; 8508. 8517. States fundamental error of our railway system; gives an instance; 8509. Would be exceedingly desirable that benefit of system of low fares, and use of national credit, should be applied also to England and Scotland. Thinks if experiments were made on a few lines of very low fares, the result would be satisfactory. Fares might be advantageously reduced upon London and Blackwall, and Liverpool and Manchester lines. The former not supported by the poorer population; 8510–8513. 8527–8531. No injury in trying experiment first in Ireland. Should be allowed to adopt system there as an institution; as the people are willing to bear any loss. The greater benefit would be in large towns, such as between Edinburgh and Glasgow, Liverpool and Manchester, &c.; 8514–8516. 8541–8543. 8566–8569. There might be a loss for two or three years, but that revenue would recover itself; 8517. Experiments could only be made by Government taking the whole of the Irish lines. There is no line that does not more than pay its working expenses; 8519–8526. The present high rates prevent full development of the mineral resources of Ireland. Copper from mines of Wicklow and Waterford is carted alongside the railway. Cattle are driven along the roads instead of being carried by railway; 8544–8556. Must be an Act passed compelling companies to sell the railways upon certain conditions. Should be an uniform tariff for passengers, and for goods a tariff according to necessities of each case. Reason why witness does not think that if railways were under Government management, there would be any difficulty from the different interests of the several parts being brought to bear upon the Government; 8557–8565. 8571–8574.

See also ALLPORT [13,834.] CHADWICK.

GAUGE:

Abolition of the present varieties of, desirable; broad preferable to the narrow; *Hill* 8221–8231. Witness believes the broad is ill adapted to goods traffic; *Nicks* 8998. 9000. Inconvenience and damage from break of gauge; *ib.* 9003.

Injury and inconvenience to salt trade of Worcestershire from break of gauge; *Corbett* 10,905–10,921.

Trouble, delay, and expense occasioned by the break of gauge; Great Western Company, witness thinks, would be glad to alter to narrow if they could. It is of so much general importance that the public might be called upon to assist; *Cawkwell* 11,734–11,740. Altering the line would probably cost about 3,000*l.* a mile, besides stations and rolling stock; *ib.* 11,741–11,745.

The most serious inconvenience that Midland Company have to contend with on that part of their line is the break of gauge at Bristol and Gloucester; the public interests also undoubtedly suffer; instances in point: *Allport* 12,530–12,535.

Break of gauge objectionable, but not many delays arise from it, or much damage caused in loading or unloading the goods. Gives cost of loading and unloading; service is done by agents of colliery owners. Coal is brought from Staffordshire to London both by broad and narrow gauge; *Grierson* 13,516–13,523. As far as Great Western is concerned, traffic on the double gauge is diminishing; company are increasing narrow-gauge stock much more than the broad. Found it a great inconvenience when there was only one gauge. Cannot tell the cost of altering the gauge; alteration of the rail would probably cost 500*l.* to 750*l.* per mile; a certain part of rolling stock would still be available. Great Western broad-gauge rolling stock has cost about 1,000,000*l.* Dead weight not so much on broad gauge as narrow; *ib.* 13,527–13,532.

Great inconvenience from break of gauge, but the two-feet gauge does very well for slate railways; *Stewart* 14,868–14,871. A 2½-feet gauge to some of the slate quarries in Wales answers its purpose, but could not be generally adopted; cost is somewhat less than ordinary gauge, but the difference is hardly that between a paying

GAUGE—*cont.*
and a non-paying line; *Harrison* 15,384–15,389. A somewhat similar one is in successful operation in India; *ib.* 15,390–15,392.

Engines on broad gauge do a great deal more work than those on narrow. Mixed gauge greatly increases expense of maintaining permanent way; *Gooch* 17,421–17,423. Great Western Company will have either to change or to double their gauge to a great extent, which is a very serious question for them; some of the rolling stock might be altered, but engines could not; *ib.* 17,510–17,515.

Statement of broad and mixed gauge lines, of narrow gauge lines belonging to the Great Western Railway Company, and list of places where broad and mixed gauge lines meet narrow gauge; *App.* CZ. Map showing distribution of broad and mixed gauge lines in the West of England; *App.* DA.

GAUGE IN IRELAND:

Witness trusts that the Irish Railway Act requiring all tramways to be of same gauge will be repealed. A permissive power to construct railways on a gauge not exceeding 3 feet would be of importance in many of the poor districts. For quarry purposes a gauge of not more than two feet would be desirable; *Mallet* 2216–2218. 2225. Would make railways in connexion with existing railways through a poor district as feeders; *ib.* 2219. Having a narrower branch line would involve a break of gauge, but that should not prevent its adoption in certain remote districts; *ib.* 2221–2224. Discussion of the narrow gauge and cost of transhipping minerals and coals from these to the ordinary gauge; *ib.* 2225–2236. Additional lines are required in Ireland upon the broad gauge; reasons; *ib.* 2237. Irish gauge an impediment to working lines economically. Advantages of traffic as great as in England. Only accommodates four abreast, same as English narrow gauge. Carriages much heavier. An advantage in constructing locomotives; *Hemans* 3764–3766. 3780, 3781. English narrow gauge preferable. Impossible now to alter Irish gauge; *ib.* 3767–3769. Expense of working greater, increased by cost of coal and dead weights. Rolling stock also dearer. Cost of running a train per mile not quite so much in Ireland as in England. Irish gauge does not make much difference in the construction of a line; *ib.* 3770–3775. Cost of carrying a given number of passengers or goods rather greater upon an Irish than upon an English railway. If carriages were filled the working expenses would still be heavier in proportion to number of persons carried; *ib.* 3776–3781. Cost of keeping up permanent way less in Ireland than in England; *ib.* 3784. Gauge would be no obstacle to proposal of witness for amalgamation of railways; *Bidder* 4454–4458.

GENTEL, MR. THOMAS. (*Analysis of his Evidence.*)

Is a partner in the firm of Dawber and Gentel, corn factors and maltsters in Sleaford and Lincoln; 9174. Was at a meeting held to consider question of unequal rates charged by different railway companies; 9175. Rates for corn and malt between Lincolnshire and manufacturing districts in some cases 75 per cent. higher than in other districts; 9176–9178. Delivers in table of actual payments made by firm, which shows that charges are not based upon any fixed principle. Gives instances of inequalities, and states that rates by Great Northern and North-eastern for foreign grain from Newcastle-upon-Tyne to Lincoln are 8*s.* 4*d.* per ton, but if English grain is sent from Lincoln to Newcastle-upon-Tyne they charge 14*s.* 2*d.* Undue facilities are given to the French grain trade by the Manchester, Sheffield, and Lincolnshire company to the injury of witness's trade; long discussion as to company's reason for thus acting; 9185. 9189–9204. 9227–9238. Rates do not in every case vary according as there is competition or not; nor according to gross quantity sent; 9186–9188. Asked Manchester, Sheffield, and Lincolnshire and the North Staffordshire railways for a reduction of rates, but they refused; reads the letter sent to the secretary and his reply. The route belonged to both companies, but arrangement exclusively in the hands of the first-mentioned company; 9205–9207. Hull and Grimsby are in direct competition with Manchester, but grain rarely sent from Hull to Manchester. The exceptionally low fares for grain from France were not the result of excessive competition for large consignments. If this grain had been delivered at Hull instead of Grimsby, would not have complained, though French traders would then have got lower fares to Manchester than the Lincoln people; 9208–9211. 9221–9226. No competition from Lincoln to Manchester.

GENTEL, MR. THOMAS—*cont.*

Manchester, Sheffield, and Lincolnshire company have not larger interests at Grimsby than at Lincoln; the latter is their best station; have larger property at Grimsby; their interest to develop the Grimsby shipping trade; may on that account have given extra facilities for traffic; 9212–9217. No disadvantage to Lincoln that railway company should own docks at Grimsby. When reduction made over one portion of line, should be made applicable to whole line. Delivers in table showing disadvantages under which Lincoln labours as compared with other towns; 8218–8222. 8239. Sends full 4,000 quarters of grain per week to Burton-upon-Trent; gives rate per ton; has been reduced within last twelvemonths. If lower rates were raised up to higher standard it would be beneficial; would not throw trade into other channels, or be any loss to the railway companies; 9240–9248. For the purpose of attracting traffic on to their lines, companies allow to parties doing a large trade a discount at the end of the month. Has tried to get a discount from the Midland Company, but failed; principle in trade to make some slight rebate under such circumstances; 9249–9259. When low rates are given it is generally because there is competition or a desire to secure traffic. Thinks system of uniform rates would not bring them back to old standard; question discussed. Has never known a case where rates have been raised after having been once reduced; 9260–9272. No reason that if one company reduced rates, another company should not be compelled to do same; 9273. Mentions that rates are very unequal from Sleaford into Lancashire district and from Bourne to Warrington. Passenger fares between Lincoln and Nottingham higher than those imposed after leaving Nottingham; 9274–9277.

Appendix to evidence:—Comparative statement of Great Northern grain rates to Lincoln; *App.* BI. Comparative statement of Great Northern grain rates from the Lincoln, Sleaford, and Bourn districts with Northampton, Norfolk, and other barley districts to Burton-on-Trent; *ib.*

GERMAN RAILWAYS. *See* FOREIGN AND COLONIAL RAILWAYS, 4.

GERMAN STATES:

Rules drawn up by the Congress of German Railway Engineers for regulating the construction and working of and the conveyance upon the railways in Austria, Prussia, and the German States, according to uniform principles; *App.* CA.

GERMANY:

Particulars of railway service between towns in Rhenish and Central Germany; *App.* DN.

GIBBS, MR. EDWARD J. (*Analysis of his Evidence.*)

Is secretary to the Wolverhampton Chamber of Commerce. Delivers in certain resolutions passed at a meeting of that chamber held on Tuesday, 31st Oct. 1865; 10,746–10,748. Complains of the inequalities of rates charged for hardware and general merchandise. Quotes certain charges for these goods, and rates per ton per mile. Thinks 5*s.* per ton sufficient for cost of collection and delivery, station room, clerks, &c.; might not be sufficient in London, but companies deliver only within a limited radius; 10,749–10,759. Chamber of Commerce thinks that there should be a uniform mileage rate from station to station, whether traffic great or small; does not himself think that a uniform rate could in all cases be adopted; 10,760–10,763. 10,830–10,838. Companies do not charge rates on purely commercial principles, but that maximum and minimum rates are made to support and counterbalance each other. Practically they have a monopoly because where more than one railway enters a town they can combine and charge what rates they please; are subject only to Parliamentary limit; 10,764–10,766. If it is profitable to charge in one case ¾*d.* per ton per mile, it will be profitable in another case to charge something less than 2½*d.* per ton per mile. Would not have them carry anywhere at a loss, because they would be sure to reimburse themselves by charging high where no competition existed. Object of company carrying for long distances at very low rates; thinks they are only given where there is sea competition; 10,767–10,773. 10,775–10,779. Discussion as to what course should be pursued by Parliament in order to prevent inequalities in the rates. If a practical monopoly of the carriage of goods is granted, they should be carried at the lowest remunerative price. In future Acts of Parliament there should be a lower maximum, but thinks object would not be attained unless a minimum was fixed, as traders in certain places far removed from seaboard have more interest in a fixed minimum; 10,780–10,794. 10,839–10,846. Explains how mileage rates for the conveyance of goods should be fixed. Would not allow companies to treat one firm differently from another. Would not object to a fluctuating scale for large or small quantities; 10,795–10,799. Companies should not charge more than a certain profit after they have paid expenses for rent of stations, clerks, waggons, and collection and delivery; 10,800–10,803. Companies are bound to give a separate rate if sender collects and delivers the goods. A rebate of 1*s.* 6*d.* per ton is allowed if goods are delivered at station at Wolverhampton end. The public have no means of knowing what is included under head of terminal charge. If goods were sent to station at one end of line, and taken away at the other end, remaining charge would be mileage rate, plus two terminal charges of unknown amount; 10,804–10,814. Thinks rates for hardware goods collected in London and taken to Wolverhampton (123 miles) and distributed there should not be the same as for like goods collected at same place and sent to Liverpool (200 miles); 10,815. States meaning of resolution that "a proper and sufficient charge for all "expenses which attach equally to long and short jour-"neys should be fixed." Companies should publish charges in separate items, so that public would know how total rate is made up; 10,816–10,826. Private opinion that Parliament should fix amount of terminal charge; 10,827. Companies should not in some cases carry at very much lower rates than those fixed by Parliament, and withhold them in others; 10,828, 10,829. Is not prepared to give evidence with regard to classification of goods. Railways should do for the public what the steamers do, carry as cheaply as they can consistently with a profit; 10,848–10,851. 10,866. Thinks it is probable that the productions of the country would be increased by a reduction in the rates; there would be no loss to the companies. Could not say what per-centage of reduction would increase hardware export trade from Wolverhampton; 10,852–10,861. Rates may be so high as really to injure profits of railway company, on the other hand they may be too low even for a profit; question is, what point between very high and very low rates would produce the greatest profit; 10,862–10,865. 10,870. Believes that there has never been an exception to the rule that where the price of any commodity has been reduced, there has not been an increased consumption; 10,867–10,869.

Supplementary evidence respecting some points in witness's former evidence; *App.* BO.

See also GRIERSON.

GLADSTONE, MR. W. E. (Chancellor of the Exchequer):

Letter from, requesting that facts connected with question of Irish railways may be at once collected and presented to the public; *App.* P.

GLASGOW AND GREENOCK RAILWAY:

Fares for lowest class reduced from ½*d.* to ¼*d.* per mile, with loss of only 1*s.* per cent. on dividends; but subsequently raised to ½*d.* again; *Galt* 7361.

GLASGOW AND SOUTH-WESTERN RAILWAY:

From a return given in by witness, and prepared by him from the Board of Trade returns, it will be found that per-centage of line, which is 47 per cent., is the exact average of the United Kingdom, and that, although per train mile company's expenses are exceedingly light, when taking per-centage of amount expended their per-centage is only the average; *Wainwright* 17,610.

GLOUCESTER:

Want of a competing direct line to London viâ Oxford; history of attempts made during the last 20 years, all of which have been frustrated by the Great Western Company, who, to prevent other Bills passing, have obtained powers which they have never exercised; *Nicks* 8940–8946. 8953–8955. High and unequal fares; *ib.* 8947–8952. 8976–8986. Return tickets are available for two days; *ib.* 8987. Gloucester people want a line viâ Cheltenham and Oxford; discussion as to advantages of this; *ib.* 8959–8963. A Bill for a line to get into Midland system failed in 1865, but is to be re-introduced in 1866; *ib.* 8964–8974. Agreement between three companies to prevent competition; *ib.* 8955. 8975. Facilities given to Newport have greatly injured Gloucester shipping trade; *ib.* 8993–8996. High rates for goods; witness believes that the broad gauge is ill-adapted for goods traffic, and that it would be a great convenience to

GLOUCESTER—*cont.*
Gloucester to have the narrow gauge; *ib.* 8998–9002. Great Western have powers for laying down the latter, but seem indisposed to exercise them; *ib.* 9004. Gloucester did not oppose the South Wales Direct line because they wished the traffic to come through the town, but because the proposed bridge would prevent large vessels passing, and so annihilate their trade; Parliament however sanctioned it; but witness still hopes that another scheme will be adopted, and the bridge be constructed elsewhere; *ib.* 9014–9021. 9040–9042. Necessity for lines to connect Gloucester with other districts; *ib.* 9022–9030. Above-named scheme is one by the Midland Company, who are trying to extend their system into South Wales; it would be very beneficial to Gloucester; reasons; *ib.* 9031–9040. The bridge, if made, should be for the common use of the Great Western and Midland Companies; *ib.* 9041.

Argument to show that a new line is not needed between Gloucester and London; witness considers that Mr. Nicks is not a fair representative of the opinions entertained at Gloucester, but that he is unreasonably hostile to the Great Western Company; *Grierson* 11,765–11,767. Particulars of fares between Gloucester and London, Worcester and London, and other places, with reasons for apparent discrepancies, chiefly in answer to Mr. Nicks. Some errors of last-named gentleman corrected; *ib.* 11,768–11,770. When two companies are competing to one place, the shorter route generally governs the fare. Explanations as to Hereford fares, and to several occurrences complained of by Mr. Nicks; *ib.* 11,771–11,774. Certain agreements between London and North-western and Great Western companies complained of by Gloucester and other towns shown to have been really advantageous; resulting in lowering of rates, &c. Favourable comparison (made by Mr. Nicks) of Midland rates on grain and timber, as compared with Great Western, shown to be incorrect. Tables given in in proof; *ib.* 11,774–11,785. Quotation of evidence given by Mr. Nicks, in which he speaks very favourably of the Great Western goods rates. Witness has not a word to say against that gentleman, except that he is a strong advocate for a competing line to Gloucester, which witness considers quite unnecessary; *ib.* 11,785–11,793.

Unfavourable position of Gloucester as a port is the cause of the cheap railway communication; *Allport* 12,347.

Declared real value of total exports from port of, in 1863; *App.* B.

GOOCH, MR. DANIEL. (*Analysis of his Evidence.*)
Was for 27 years locomotive engineer, and is now chairman of Great Western Railway Company. Has never been connected with any other railway; 17,309–17,311. Is conversant with details of railway administration. Gives various items showing working expenses per mile of trains, both for goods and passengers. Explains various items embraced in sums set down for maintenance of permanent way and locomotives; 17,312-17,324. 17,435. Cost of renewal of engines and new engines are debited to revenue account. Have engines still running that were had in 1839–40. An engine should run 160 miles a day, but they do much less on the average; is not so much a question of engines, but fatigue an engineman will bear. Wages of engine drivers, firemen, and guards; 17,325–17,340. 17,344–17,351. 17,358. Train mileage given includes both full and empty trains, as well as cost of shunting; 17,341–17,351. Cannot separate goods from passengers in working expenses per train mileage. Separates them in locomotive expenses. Excess arising from goods caused by a greater consumption of fuel and heavier repairs; 17,352–17,356. Explains items set down for repair of carriages and waggons, and for carrying account; cartage not included in carrying account; 17,357. 17,359–17,362. 17,372–17,377. Difference in cost of repairs between passenger carriages and goods waggons. Average number of miles run for the years 1858 to 1862. Can furnish a return showing division between passengers and goods. A carriage runs a great deal further than a waggon. Has not a return for the narrow gauge; was not quite so good. Can get some return of the number of miles per day run by carriages and waggons; 17,363–17,371. What items general charge embrace. Item of expenses of working joint lines and stations includes Great Western proportion of all working expenses of joint lines as well as maintenance of locomotives. Gives joint mileage worked by line; 17,378–17,384. Some of locomotive items slightly on the decrease. Wages and repairs and traffic charges have increased. Cause of increase; 17,385–17,387. Cost of maintenance of way has been for some time stationary. Goods traffic much more destructive to permanent way than passenger traffic. No difference between goods and passengers engines in this respect; 17,388–17,390. Considers the high speed for goods trains a most expensive operation; if run at about 15 miles an hour, cost of maintaining permanent way would be less. Why speed cannot be reduced. Description of goods waggons; wear and tear of line increased in consequence of wheels not being kept in such good order as those of the carriages; 17,391–17,400. Has had a few steel rails laid down, but not sufficient time to test their wear; thinks they would last 40 years; are double the cost of iron; would be desirable to use them, particularly if they could be made less brittle; their introduction would not reduce weight of rolling stock. Would not use a lighter rail than now; are much heavier than formerly; duration of an iron rail, and mode of fastening them to the sleepers; 17,401–17,419. Figures given as to average cost of trains would also apply to narrow gauge; engines are heavier on broad gauge, but goods trains do a great deal more work. Blending narrow and broad gauge together has added to cost of maintaining the way. Have worked mixed gauge about eight or nine years; 17,420–17,423. Majority of railway companies keep their accounts in such a form that items enumerated are nearly the same on all lines. Thinks Board of Trade returns furnish a fair comparison between different lines; 17,424, 17,425. Believes working expenses will increase. Cause which may make charge per train mile lower in Scotland and Ireland than in England; fuel rather lower in the latter; 17,426–17,430. If a company work another's line at less than average, there must be special circumstances in the contract; 17,431–17,434. Cost of passenger trains less per mile than goods; cost of a particular train depends on the number of carriages; average for passenger trains about five or six; difference in cost by adding or taking off a carriage. By running long trains expense would be much diminished; 17,436–17,450. A person ought to be able to ascertain rates upon application, but is not inclined to allow the inspection of the books. Rule and principle is to treat everybody alike for similar services. Would not be any particular objection to have rates from one station to another station accessible to anybody, but would take up time of the clerks; does not think public would pay a fee for inspection. If railway companies wanted to act improperly by public, no mere looking at books would be any check, as they would not show rebates and allowances made to certain traders. Publication of rates could be easily evaded. Has heard that companies allow advantages to certain parties by means of rebates. Only those traders whose accounts are large are allowed to open monthly accounts with the company, but no discount allowed; 17,451–17,472. Any reduction in the rates are at once made known to traders; interest of companies to do so; 17,473–17,475. Has not given his attention to matters of terminals; 17,476. Reduction in rates would be prejudicial to interests of companies; should be rather increased than reduced. Does not care so much about the gross receipts as the net divisible balance; would be better to carry less at a higher price. Would be a great advantage to companies if they could run less trains; are now obliged to run more than traffic requires. Average loading of passenger trains is about one-third; express trains out of London more than two-thirds. Thinks excursion traffic on Great Western does not pay, and greatly interferes with the regular traffic. Third-class traffic very good. Has third-class carriages to all ordinary and to some of the fast trains; 17,477–17,495. No more liability to accident with slow passenger traffic than with express traffic; 17,496. Much greater facilities afforded of late years for forwarding of goods and passengers between respective companies throughout England. Mentions advantages that would arise to companies and the public if facilities of interchange of traffic were extended. Would be materially advanced on witness's line if line were narrow gauge instead of broad. Thinks gauge will either have to be changed to a great extent, or made double. Change will entail a great expense in altering rolling stock; waggons and carriages might to a certain extent be adapted, but not the engines; could not be adapted either to the Irish gauge, or used by placing the wheels nearer together; 17,497–17,515. Is to the interest of companies to forward traffic quickly and regularly, and no railway legislation in this matter would be advisable. Companies are punished severely if perishable goods are delayed; but being a profitable traffic great efforts are made to secure it; 17,516–17,522. Bulk of mineral waggons belong to company; inconvenience and loss resulting from the employment of those of traders; 17,523–17,527. Signal system varies considerably upon different railways; no

Gooch, Mr. Daniel—*cont.*
benefit arising therefrom; but thinks establishment of a general system would not be attended with any great public advantage; 17,528–17,531. Has the block system from Didcot to London, where traffic thick; 17,532. Through booking carried on to a great extent upon Great Western; finds generally no unwillingness on the part of other companies; 17,533–17,537. Competition to a certain extent always exists, but system of competitive reduction of rates has ceased. Thinks rates generally have been reduced by competition; reduction not as a rule maintained, because low fares found more profitable; 17,538–17,549. Has a great deal of mineral traffic on Great Western line. Carries coal at $\frac{3}{8}d.$ per ton per mile; does not find waggons; previously charged from $\frac{3}{16}d.$ to $\frac{1}{2}d.$ per ton. Success of low rates greatly depends upon the gradients; gives number of tons carried, and gradients. Has only tried low rates since last July; tonnage has increased, but total receipts diminished; difficulty in going back to original rates; 17,550–17,567. Course that Parliament should adopt before sanctioning new lines. Costs railway companies large sums annually to fight against speculative lines. During the session Great Western goods manager and secretary spend almost all their time at Westminster. Great Western and North-western have decided not to take up any more of these lines; 17,568–17,577. Amalgamation of large companies have gone far enough; believes facilities afforded by amalgamations might in great measure be obtained without actual amalgamation. Great Western, North-western, and North-eastern are sufficiently large in themselves for any staff to control. Great Western system extends over 1,400 miles; if it were smaller it might be better managed than it is; does not get the full advantage of the long run. Reason why witness is averse to introduction of any system whereby passengers can communicate with the guard. In those exceptional cases where trains have caught fire, thinks the guards must soon have known it. Was a case on Great Western some years since, but allowing a communication with guard would be introducing a certain evil to cure an evil which in the case of Great Western has only occurred once in 27 years; 17,578, 17,589.

Goods Traffic:

Increase in mineral and goods traffic far exceeds increase in passenger traffic; *Allport* 13,794–13,798.

Returns by the several railway companies in Ireland, showing the traffic in passengers and goods in the year 1863; *App.* AA. Statistics deduced from the preceding return, and comparative summary; *ib.* Abstracts from the half-yearly reports of the Midland Great Western Railway of Ireland from July 1851 to June 1864, both inclusive, showing the amount realized from goods traffic; *App.* AG. Statement of goods traffic on Great Southern and Western Railway of Ireland from 1846 to 1864; *App.* AH. Particulars of goods traffic on Irish railways; *App.* AW. Regulations for the transport of passengers and goods on the French railways; *App.* CH.

See also Decline of Traffic. Interchange of Traffic, 2. Rates and Charges, &c., 5.

Goods Trains:

Organization of, at fixed times, has been found beneficial in Germany; *Mulvaney* 1847.

Details of a suggested plan for a separate economically constructed line from the north of England to the eastern side of London, by which heavy goods could be carried very cheaply (coals, bricks, and stone at $\frac{1}{4}d.$ a ton). Line might be constructed for 10,000*l.* a mile. History of attempt to establish such a one, and full statement of particulars and advantages of scheme; *Bidder* 16,186–17,031. 17,046. Particulars of expenses of working, maintenance, &c., and of probable returns tending to show the desirableness and practicability of line suggested; *ib.* 17,046–17,070. 17,139–17,143.

Railway clearing house:—General classification of goods by merchandise trains upon railways; *App.* CP.

Gordon, Captain H. W. (*Analysis of his Evidence.*)

Is principal superintendent of Her Majesty's Stores at Woolwich; 13,559. Important that warlike stores should be forwarded promptly direct to all out-stations and naval outposts. South-eastern will not undertake delivery or prompt action beyond limits of their own line, consequently stores are not forwarded by that railway; 13,560–13,562. Thinks companies are compelled to use all possible diligence in forwarding stores as far as their own lines are concerned. Are also bound to convey military stores at a certain charge per ton per mile, but Messrs. Pickford (the agents employed, and with whom there is a contract,) make their arrangements with them. Does not know whether Messrs. Pickford & Co. have attempted to make any arrangements between South-eastern and other companies, with a view to quick transit of stores. Goods are invariably carried to Nine Elms in preference to using South-eastern line; mode of conveyance quite as rapid but not so convenient. Have applied to South-eastern for a through rate, but have been told that they cannot be responsible or undertake to deliver beyond limits of their own line. Is not aware that any communications have passed between different railway companies on this subject. South-western have not refused to guarantee direct transit of stores; 13,569, 13,570. 13,574–13,578. 13,593–13,598. Complains of delay in delivery of goods, and contrasts time taken by Messrs. Pickford as against South-eastern railway. Have no power either against South-western or South-eastern; 13,571–13,574. Government should have power to compel railway companies to convey gunpowder at any time; at present some companies will only convey it once or twice a week, and none will deliver it except on certain days. Result of a Commission appointed some years since, composed of authorities of Horse Guards and some of the managers of the leading railways. Trucks containing munitions of war would be attached to the ordinary goods trains, except under certain circumstances; 13,579–13,584. 13,617, 13,620. Inconveniences that have arisen in consequence of company not guaranteeing delivery the next day. Frequently have to send stores to Portsmouth. Guns weighing 12 tons cannot be sent by South-eastern or South-western, as the trucks will only carry 8 tons; Great Northern and London and North-western trucks will take 30 tons; are used in their regular traffic for boilers, engines, and heavy guns from Elswick, &c. Both these railways are connected with manufacturing districts, therefore have a demand for powerful trucks; 13,588–13,592. Would propose as a remedy that, upon goods being sent to railway, company should guarantee to deliver them, even though place of delivery beyond its own line; 13,599–13,613. Goods to Sheerness generally go by barge. Thinks Government stores should have the preference rather than otherwise; 13,614, 13,615. Some companies provide special powder vans, others have none; 13,616. Route stores would take from Woolwich to Portsmouth; 13,617–13,619. Great expense in sending stores required for life-boats; railway charged 30*l.* for carrying 10 rockets to Aberdeen; demand being pressing they could not go by water; had to pay same as for two tons of gunpowder, at 8*d.* a mile; not so dangerous as oil or turpentine, they will not ignite unless fire be applied. Companies convey gunpowder at 4*d.* per ton per mile; do not charge less than for two tons; 13,621–13,628. Should be a new classification of combustible stores; how they might be divided. Companies would not object to such a classification. Believes that Messrs. Pickford send combustible stores, and Westley Richards and other gunmakers send ammunition by railway without declaring it; 13,629, 13,630. Has sent a gun by railway to Portsmouth; takes three or four days sometimes; 13,631–13,633.

See also Eborall.

Government Assistance: Purchase: Management: or Control:

The State should have the management of railways, and of the transport of goods; collection and delivery should be left to private enterprise; *Fassiaux* 3071–3073. Belgian Government control rates, times of trains, &c., on all the lines; *ib.* 3077. Great convenience to several English companies if Government would take the debentures; *Bidder* 4202.

Government should purchase all the railways, place them under one management, and adopt a uniform tariff at one-third the present rates; *Galt* 7349. 7482–7484. 7576. Increase would counterbalance loss; *ib.* 7481. Further development of witness's views as to increase of profits on reducing fares to one-third; *ib.* 7454–7469. Before adoption it should be tried experimentally; *ib.* 7470. This reduction contemplated by Mr. Gladstone in passing the Act of 1844; *ib.* 7590. In 1843 witness wrote a pamphlet advocating these views, which resulted in the Act of 1844; *ib.* 7335–7338. The railway interest was much opposed to the passing of the measure; the public were indifferent; *ib.* 7340, 7341. This indifference caused by two prevalent erroneous opinions, viz., that, railways having cost so much, fares could not be greatly reduced, and that if Government

GOVERNMENT ASSISTANCE, &c.—*cont.*
purchased, they must themselves manage them; *ib.* 7341. Chief reasons urged in support of Act were that railways would be a monopoly, and that 20 years' experience would show whether purchase by Government and reduction of tariffs would be desirable; *ib.* 7340. 7346, 7347. Desirability of trying experiment of a large reduction in fares, Government guaranteeing companies against loss; *ib.* 7366–7370. One great benefit to be derived from the State possessing the railways would be the carrying out fully Sir R. Hill's plan with regard to the Post Office (better transmission of mails in provincial districts, &c.); *ib.* 7398, 7399. Parliament has always maintained its right to grant any competing lines it thinks proper; *ib.* 7409, 7410. From fear of further competition, the unsettled state of railway property, and other causes, witness believes that directors having large investments, and shareholders, would be glad to sell on equitable terms; *ib.* 7404–7408. 7413, 7414. 7420. As to division of profits between shareholders and Government; *ib.* 8413, 8414. Procedure if they refused to sell; *ib.* 7412. Method and principle of payment to shareholders should Government purchase; *ib.* 7415–7419. Cannot be settled compulsorily; *ib.* 7440, 7441. Market price the true test of their value; *ib.* 7418. No objection to Government possession on the ground of centralization or of violation to principles of free trade; *ib.* 7421–7424. No real competition at present; *ib.* 7426; nor can there be; *ib.* 7428, 7429. Proposed lowering of fares equivalent to a reduction of 24,000,000*l.* of taxation; discussion of this proposition; *ib.* 7430–7435. The alteration would be analogous to the penny postage reform; *ib.* 7435. The public mind is not yet prepared for the change, but that it is moving in that direction is shown by municipalities taking gas supply, &c. into their own hands; the public should be well supplied with information on the subject; *ib.* 7436–7439. 7568. Price at which Government should purchase; *ib.* 7442, 7443. When purchased, they should be leased to a company; if none found to take them, they should be entrusted to a statutory commission directly responsible to Parliament; *ib.* 7444–7453. 7497–7499. Board of Trade to manage the letting the lines on conditions fixed by Legislature; should be put up to tender, and lowest offer accepted; *ib.* 7500–7504. In the improbable event of no company being found to take them, Government must themselves work them; or pay a company to do so; *ib.* 7505–7511. Discussion whether this would not amount to a subsidy in favour of those making most use of railways; *ib.* 7512–7520. Company should keep up permanent way, &c., but Government provide for extraordinary expenditure; company should be under substantial security to perform conditions, and at end of lease should return railways in good condition; *ib.* 7521–7534. 7554, 7555. Witness does not apprehend any danger of political jobbery from the circumstance of a powerful company being the tenant of the Government; if it arose, Parliament could check it; *ib.* 7535–7553. The railways of the country might be put up in four sections, and although each would be a very extensive transaction, witness believes there would be competition; lessees should be able to make a profit of 5 per cent.; *ib.* 7556–7567. Before purchasing, Government might try the experiment with a few lines, for a year, guaranteeing companies against loss; lines for experiment suggested; *ib.* 7569–7575. As railways passing through thinly-peopled districts would be bought proportionally low, no loss would arise in reducing fares to same extent as on those in more populous parts; *ib.* 7576–7580. If the omnibus trade, or the collier trade, be injured by the great reduction of railway rates, it is an incident of business,—they could not expect compensation; *ib.* 7581–7585. Bearing of this scheme upon future railways; *ib.* 7586–7589. New lines should still be constructed by companies, and purchased by State as soon as the true value could be ascertained; *ib.* 7591–7593.

Witness proposes acquisition of railways by Government; thinks that from their superior credit they could pay present dividends, and yet realise a profit; *Hill* 7987–7995. Transaction should be with assent of majority of shareholders; many advantages would accrue; *ib.* 7996–8001. 8232–8240. They should afterwards be leased by open competition to companies to work and keep in repair; *ib.* 8002–8006. No capital need be raised to effect this; as debentures fell in they could be re-issued on more favourable terms; *ib.* 8007–8010. A special department should be created, and the work accomplished gradually; *ib.* 8011–8015. If a small line remained obstinately obstructive, compulsory powers might be sought; *ib.* 8016, 8017. New lines should be formed as at present, and be subsequently acquired by the State if desirable; *ib.* 8018–8022. All parties might be expected to gain by witness's proposal; *ib.* 8023–8025. Witness believes that State credit would not be diminished by their new liabilities; they need not borrow at all; *ib.* 8026–8028. A great gain would arise in point of economy from better general arrangements, more harmonious management, less Parliamentary opposition, &c.; *ib.* 8029–8038. Re-consideration of terms if a new line be granted injurious to company during continuance of lease; *ib.* 8036, 8037. Witness believes that a large reduction of fares would ensue; *ib.* 8039. Summary of witness's opinions as to State becoming possessed of railways, and benefits resulting therefrom; *ib.* 8042. Shareholders would all receive their annuities direct from Government, without reference to any railway in particular; witness does not think Government securities would be depreciated from the creation, as it were, of so many additional stocks, they representing actual value; *ib.* 8043–8065. If desirable, they could be all consolidated; *ib.* 8066, 8067. Term and conditions of leases for working lines; discussion as to analogy between them and Post Office contracts with steamship companies; *ib.* 8068–8082; 8116–8121. Leases should be granted upon the best terms for the Government and the public; lessees should only be permitted to make agreements extending beyond their own term with consent of Government; *ib.* 8190–8196. All collateral obligations must be taken over; *ib.* 8262. Government need not prescribe exactly the trains to be run, but should have a controlling power, and prevent one company throwing obstacles in the way of another; *ib.* 8083–8090. When Post Office reserve right to regulate trains they pay heavily for it, but Government would not require an indefinite power; *ib.* 8091–8093. Railways to be acquired by Government gradually, as they and companies could come to terms, and leased separately until they obtained possession of the whole of them; *ib.* 8094–8099. Witness believes they would be better managed under this system, as a class of persons smaller in number and probably of more administrative ability than present boards of directors would conduct them; *ib.* 8100–8111. The lessees need not necessarily be capitalists, but they must give ample security; *ib.* 8112–8115; 8122, 8123. Form of security; *ib.* 8131. Witness cannot suggest what profit lessees should be estimated to make; *ib.* 8124–8130. Property should be liable to be assessed, and any falling-off made good; *ib.* 8132–8134. In letting railways Government should have a discretion, and not be bound by lowest tender; *ib.* 8135, 8136. Witness thinks that unfairness from political bias would be prevented by responsibility to Parliament; quotes Belgian and French railways in support of this view; *ib.* 8137–8143. One great advantage of scheme is that it allows any amount of competition, and on a safe principle; *ib.* 8146–8148; another is, that unnecessary lines would not be made; *ib.* 8149–8153. Where one line will suffice for traffic, a second is disadvantageous to the public as well as to the proprietors; discussion in which witness endeavours to prove the undesirability of competing lines; *ib.* 8154–8177. Had railways been purchased by State 20 years ago, no less a number would have been made up to the present time, but they would have been more advantageously distributed; *ib.* 8178. Witness proposes that where practicable passengers and goods may be conveyed on different lines; *ib.* 8179. Reasons in support of this proposition; *ib.* 8180–8189. Government leases should contain provisions for securing communication between passengers and guard, for uniformity in signals to prevent accidents, &c., also penalties against unpunctuality, and better provisions than now exist for running powers and correspondence in trains; reasons why these provisions should be contained in lease rather than in Act; *ib.* 8197–8220. Government possession would give facilities for abolishing the present varieties of gauge, which witness considers highly desirable; would prefer the broad gauge to the narrow; *ib.* 8221–8231. Witness believes that by State becoming possessed of railways, great additional postal facilities and an increased number of posts would be obtained; *ib.* 8241–8253. No hardship would be inflicted on canal companies by State taking railways; *ib.* 8254–8262. The circumstance of some foreign governments having sold their railways is no reason why English government should not acquire ours; *ib.* 8263–8267.

Low fares and use of national credit should be tried throughout the kingdom; witness believes result would be satisfactory; *Galt* 8510–8513. Line upon which they might be tried; *ib.* 8527. The greater eventual benefit would be to large towns; *ib.* 8514–8516. There might

GOVERNMENT ASSISTANCE, &c.—*cont.*

be a loss at first, but it would recover itself; *ib.* 8517. General supervision by Government desirable; *Smith* 9141. 9153. 9159. Necessity for Government supervision; an independent board should be established to redress grievances; *Wooler* 9657–9665.

Witness considers that inasmuch as certain large railways enjoy a sort of Parliamentary protection, they should be under Government control; *Hollins* 11,347–11,354. Would put all railways under a Government Board; regulations which should be made by Board for the safety and convenience of the public; would subject railways to this control without giving compensation; *ib.* 11,364–11,368. As to power of Board over tolls; *ib.* 11,369–11,376.

No doubt Parliamentary Committees on railways are actuated by a variety of principles in the decisions they come to; their duties would be equally well performed by a Government Board, and at far less cost. Enormous sums spent by companies in "protecting their interests." Parliament might not be willing to delegate its authority to another tribunal; *Hollins* 11,388–11,390. 11,396, 11,397. Contests might be shortened and difficulties lessened if there were some previous inquiry to determine what opposition ought to be heard. Would not exclude opposition if they could show some real and clear grounds beyond that of loss of traffic. Large companies would object to any tribunal short of the highest tribunal of appeal; if Court constituted, witness thinks that no appeal should be allowed from its decision; *ib.* 11,391–11,395.

It would not be to the public interest that all the railways in England should be amalgamated and worked as one concern, or that Government should purchase them; *Cawkwell* 11,684, 11,685. Systematic Government inspection of permanent way undesirable; companies would probably feel less responsibility, and not be as careful as they now are; *ib.* 11,695–11,704. *Clarke* 12,787–12,790. Witness (as a shareholder) would be delighted if Government would purchase railways; but that they should undertake their management, or lease them, witness thinks would introduce every possible evil; *Cawkwell* 12,316–12,319.

Interests of the public and of companies being identical, no Board of Trade regulations could enforce more convenience for the public than is already given. *Clarke* 12,843. Nor is Government interference necessary to ensure greater safety; *ib.* 12,886–12,892. Witness does not approve of the idea of Government purchase or management. If all were placed under one board, the same attention to the individual wants of the public could not be given as now. If leased to a company, they would probably do their utmost to make a profit out of good districts and neglect poorer ones. Discussion of this question; *ib.* 12,911–12,923. Witness thinks that Government taking to the railways would rather decrease the facilities to the public than otherwise; *ib.* 12,938.

Witness does not think that any additional safety could be afforded to the travelling public by conferring further powers on Board of Trade; best to leave full responsibility upon managers of companies. Thinks Board of Trade see the difficulties of the case, and therefore decline to lay down any rule; *Grierson* 13,548–13,550.

Suggestion that Board of Trade should have some authority over railways generally, with power periodically to revise rates and fares; *Low* 13,894.

Witness is strongly averse to Government possessing railways; the effect would be to diminish construction, and hinder development; *Hawkshaw* 14,562–14,564. If Government acquired them and leased them to companies or individuals it would lead to very lamentable consequences, and Government would gain no advantage. Argument in proof, and cases cited in illustration. If Government borrowed money and undertook to work railways, witness believes their credit would diminish; *ib.* 14,565–14,579. If leased to three or four individuals they might pay the rent for a few years, pocket an enormous sum, and let the railways go to ruin. Provision could not be made in lease for adequate maintenance of lines, and a double staff would be requisite; *ib.* 14,580–14,586. Witness has tried ineffectually to prevent injury to property in hands of leaseholders. The system, which prevailed extensively with large companies, has had to be given up; *ib.* 14,588–14,591. Witness has not heard any legislative measures suggested likely to lead to any good result; *ib.* 14,646.

When companies, in applying to Parliament, say they are only consulting public interests, witness (late secretary to London and North-western) does not believe them. Parliament might legislate beneficially for the public; *Stewart* 14,745. In advocating revision of rates irrespective of competing lines, witness was met by objection that Parliament would not show them any consideration from having adopted this course; *ib.* 14,748–14,783, 14,784. Discussion as to power of Parliament to reduce charges on old lines, except where paying 10 per cent. Witness would have reduction progressive, and dependent upon the dividend; *ib.* 14,762–14,776. Necessity for some authority other than Parliament for ratifying arrangements between companies, &c.; *ib.* 14,778–14,882.

GOVERNMENT ASSISTANCE, &c.—*cont.*

If Government tried experiment of reduction of fares on a large scale, it must be between populous places not far distant from each other; *Harrison* 15,208–15,213. If Government purchased railways they could not possibly carry them on; *ib.* 15,351. Witness views favourably the proposition of Government advancing money at low interest to enable companies to reduce fares, and believes they would gladly entertain the offer. If loan were for a limited period, and a difficulty arose at its termination, it might be continued for a time; *ib.* 15,352–15,358. 15,369. If offered to one company it should be to all; *ib.* 15,359–15,362. Ability to repay should be guaranteed before advance; value of security could easily be ascertained; *ib.* 15,363–15,365. Witness doubts if Government would be able to borrow to the extent necessary; *ib.* 15,366–15,368. Discussion as to reduction of rates and fares that might be made; *ib.* 15,370–15,373. If principle adopted, details could be easily arranged; *ib.* 15,374–15,377. Difficulties in applying principle to new projects; *ib.* 15,378, 15,379.

Proposal by brewing firms of Burton-upon-Trent that if Act of 1844 cannot be carried out, a permanent Board of Commissioners be appointed to revise rates from time to time, and to exercise summary jurisdiction over grievances; *Cosgrove* 15,831–15,835.

Witness is in favour of extending powers of Board of Trade to seeing that proper regulations are carried out for the safety of the public; *Huish* 15,929–15,933. One uniform code of regulations, drawn up by the clearing house and assented to and confirmed by the Board of Trade, should be adopted, with special regulations when necessary to meet special cases; *ib.* 15,933–15,935. 15,939, 15,940. Discussion as to utility of proposed extension of powers of Board of Trade. Power of Board ceasing after inspection has taken place, witness thinks some more stringent means of keeping companies' attention to state of line, &c. is necessary; does not think this would lessen their responsibility in the eyes of a jury; *ib.* 15,955–15,963. Would not give Board of Trade power over commercial questions; *ib.* 15,980. 15,999, 16,000. Government interference, especially purchase, would be disadvantageous, as it must lead more or less to Government management; *Bidder* 16,586. Government might guarantee fixed liabilities and convert them into terminable annuities, and without its costing them a shilling, in less than 50 years the income [6,000,000*l.* or 7,000,000*l.* a year] would lapse into their possession. This would be advantageous to all parties; *ib.* 16,589–16,593. 16,620–16,622. If Government guaranteed debentures, Government charge would be the first charge; *ib.* 16,616. Discussion as to mode in which Government would meet the differing commercial values of the various lines; some would, doubtless, be benefited more than others; *ib.* 16,623–16,627. There is such a certainty of enormous gain to the State that Government would be justified in giving aid, which they would not to other commercial undertakings. Calculations upon which witness bases his views as to Government realizing the 6,000,000*l.* or 7,000,000*l.* a year of which he speaks. Discussion as to soundness of these calculations, and of policy of terminable annuities; *ib.* 16,628–16,637. Scheme would not depreciate consols; would benefit all parties concerned. Negotiability of the new stock which would be created; *ib.* 16,638–16,642. Discussion of question in view of the present different prices of railway stock and the present value of money; *ib.* 16,643–16,650. When profit reached a certain point, witness would reduce some of the more onerous charges on goods traffic; *ib.* 16,651. Further explanations of scheme and of benefits to the State anticipated therefrom, also as to raising any new capital which might be required; *ib.* 16,653–16,656. 16,662–16,674. Scheme, if put in operation, should be compulsory upon companies. State should secure its own payment before allowing any other debts; *ib.* 16,660. Disposal of eventual profit is matter for future consideration; *ib.* 16,661. Discussion as to most advisable course in the case of companies unable to pay preference shareholders; *ib.* 16,665–16,670. Government guarantee of portion of a company's capital, witness thinks would be beneficial; *ib.* 16,752. If Government were to take railways and lease them, it

would not prevent certain difficulties at junctions complained of; also, it would involve such a mass of confusion that the country would suffer amazingly; *Allport* 16,954.

Control of railways should be, as public highways, in the hands of the State, and not of private speculators; *Chadwick* 17,180. Recent removal of toll bars about London and in Scotland supports the view that roads may be worked to public advantage; *ib.* 17,232–17,235. Statement to show that railways should not be constructed for private profit, but as a public means of communication, and discussion thereupon. Witness suggests a similar plan to that adopted on the continent (but free from its errors), that Government should lay out the best lines, and let them to contractors to make and also to work, Government exercising a surveillance over contractors to ensure their fulfilling their engagements; discussion of this proposition. Witness believes that many cases may be found of railways formed and worked as highways, without regard to the element of profit. The whole of the French system deserves to be looked into, and witness thinks that an inspector should be sent to examine it and other continental systems; *ib.* 17,198–17,215. Further particulars and advantages of suggested lease of railways under State control; by it competition would be secured; *ib.* 17,225–17,231. 17,244, 17,245. Witness advocates placing all the railways under one control, as in France, and believes that by unity of management 24 per cent. may be saved; *ib.* 17,270–17,273. It is considered by some that Government control, with adoption of French system of double accounts, would be a protection against frauds (such, for instance, as Redpath's); discussion of this point, and instance given of Public Works carried out under Government for 6,000,000*l.*, which would have cost 16,000,000*l.* if conducted by private enterprise; *ib.* 17,274–17,281. Witness believes that more frauds have taken place than people in general are aware of; these he thinks would be avoided if railways were under Government; *ib.* 17,288–17,294. Means of communication should be placed under responsible public management; *ib.* 17,298. Railways might be as well managed as Post Office; *ib.* 17,301–17,303. Parties engaged should receive no profit, but merely be paid for their services; *ib.* 17,304–17,306. In taking over railways Government should deal with shareholders direct; *ib.* 17,307. Witness, while coinciding with Mr. Galt on many points, cannot agree with him that any existing directories would be the most eligible parties for carrying out railway reform; *ib. Addendum, page* 855. Objections to reform on the score of Government patronage answered. Competitive examinations for appointments; *ib. page* 856. Army pensioners might be employed, and ordinary military force utilized in time of peace. How shareholders' interests should be provided for; *ib. page* 856. Suggestion of a distinct department for public railway business; *ib. page* 857.

Letter from Mr. C. W. Eborall, Manager of the South-eastern Railway, on Government and private aid given to French railways; *App.* DH. Memoranda as to the assistance given by the Governments of Prussia, Austria, and Holland to the railways in those countries; *App.* DK. Memoranda on the assistance given by the French Government to railways in that country; *App.* DL.

See also FOREIGN AND COLONIAL RAILWAYS, 5. MANAGEMENT OF RAILWAYS.

Ireland:

If railways compelled by law to reduce fares, they should be guaranteed against loss; *Forbes* 1727. Witness believes that if Government took them, a company would be found to work and manage them; *Mallet* 2298. It would be a great advantage if Government would guarantee the difference between high and low rates of interest upon debentures; *ib.* 2299, 2300. Railways should be amalgamated under a Government board, who might establish uniform rates; if purchased by Government, a temporary loss from reduction of fares might be met by an advance of public money; it would not be fair to tax districts through which they pass, people would sooner submit to present rates; Government preferable to local management; *Tinsly* 2587–2650. Government should buy up all the railways, especially the small and non-paying ones, and they should all be placed under one management; temporary loss should fall upon the country at large; *Ryan* 2656–2658. 2669. 2676–2680. Rates should be reduced and Government should give a guarantee, and have a voice in the management; *Longfield* 2870–2873. Suggested scheme of Government management, and system over which it might be tried; *ib.* 2884–2898. 2932. Government are arranging for the conversion into a 22 years' annuity of the money advanced by Loan Commissioners to Great Northern and Western Company; *Earl of Lucan* 2965. Government should buy up all the railways; the ordinary stock could be purchased at 50 per cent.; they should then be leased to some large English company; *ib.* 2980–3000. Particulars of capital, loans, shares, &c.; *ib.* 2980–3000. They should be in three groups, and managed by a board sitting in London; *ib.* 3001–3009. Difficulties in paying off money borrowed of Loan Commissioners; Government annuity scheme will be very hard to meet; *ib.* 3010–3017. Detail of witness's proposal as to purchase of railways by Government, and particulars of cost, &c., of Great Northern and Western line; *ib.* 3018–3029. If Government purchased railways, landholders, &c. would be willing to share loss consequent on reduction of rates; *Malcolmson* 3449–3452. Witness suggests that Government should advance money at a low interest to those companies which can show an income beyond working expenses; discussion of this proposition, as to saving effected, interest to be paid, and whether public would be benefited; *ib.* 3369–3393. 3598–3606. 3610–3622. All railways with which witness is connected have had loans from Exchequer Loan Commissioners; terms, and course of payment of instalments; *ib.* 3423–3437. Government advanced a large sum of money to complete Dublin and Galway Railway; *ib.* 3607. Grand jury of Galway desirous of getting rid of the operation of the Loan Act of 1849; *Ennis* 4112. Witness would be glad to sell to Government the railways with which he is connected at half their cost; thinks Great Southern and Western would not; *Malcolmson* 3623, 3624. If rates reduced, general feeling in Ireland that temporary loss should be borne by United Kingdom; under such an arrangement nine-tenths would be paid by Great Britain; *Hemans* 3877–3880.

Witness suggests that Government should purchase all the railways and lease them to a limited company, who should be bound under certain conditions as to giving facilities to the public, charging low rates for coal, dairy produce, cattle, &c. Particulars of this scheme fully entered into, rates to be charged; how different descriptions of stock should be dealt with, &c.; *Bidder* 4259 *et seq.* Is of opinion that Government would receive offers from proposed company, as undertaking would be profitable. Term of lease might be considered every 10 or 14 years, and readjusted upon net revenue of railway at that period; how to meet objection that by such plan it would not be for the interests of the lessees to stimulate traffic beyond a certain point; *ib.* 4255–4274. How extensions of railways in Ireland should be dealt with under scheme. Discussion thereupon; *ib.* 4256–4258. 4319. 4358–4362. If Government bought the railways they would have to pay more than market value; *ib.* 4272–4274. There might be loss for a year or two if scheme carried out; but saving in management, greater economy in working, better use of rolling stock, and stimulus given to traffic by reduction of rates, would ultimately relieve the State from loss; *ib.* 4275–4277. 4293, 4294. Has no doubt that the terms offered to State would cover interest of debt; *ib.* 4278, 4279. Reasons why this scheme preferable to plan either of allowing existing companies to borrow money upon the security of the State at a reduced rate of interest to pay off their debentures, or having compulsory amalgamation between leading companies. If companies were divided into two systems, it would be an improvement upon present system; *ib.* 4283, 4284. Would object to laying any charge upon the State in order to benefit Ireland. State can confer a benefit upon companies by borrowing at a low rate of interest and accommodating them with capital so obtained. If Government had supplied debentures at 4½ per cent. they could have raised the money for 3½, thereby making considerable profit; *ib.* 4285–4291. The answer that the contract has been made for a certain number of years would relieve the Government from any pressure put upon them to get new companies to work at unremunerative prices; *ib.* 4292. All the large English companies have consolidated themselves into great systems without State interference, but many years must elapse before same rule would work in Ireland; thinks State might step in and hasten operations; *ib.* 4295–4299. Advantage of concentrating all the railway companies into one would be felt in England as well as in Ireland. Does not think amalgamation in England yet complete; *ib.* 4300, 4301. In some respects

GOVERNMENT ASSISTANCE, &c.—*cont.*

Ireland—cont.

everything said as to Irish railways applicable to English. Great convenience to several English railway companies if Government would take the debentures; *ib.* 4202. Scheme applicable only to Ireland. In England could only deal with preference capital and not interfere with management; *ib.* 4303–4305. Irish railways in same condition as English when Manchester and Liverpool and London and Birmingham were separate lines. Market value of shares would be likely to rise if there was an expectation of scheme being adopted. Value should be taken at announcement of scheme; *ib.* 4308–4310. If railway traffic increased between first proposal of scheme and adoption, dissatisfaction would be felt by shareholders, but any terms would be an advance of present value; *ib.* 4311. Any company prepared with requisite capital and security should be allowed to compete for lease of Irish railways. The most eligible terms should be accepted. It might be necessary to appoint a board to receive and judge of tenders. Should not be an Irish board, though Irishmen might be members; *ib.* 4312–4317. If scheme carried out there would be many dissatisfied, having lost their influence; *ib.* 4318. Thinks that localities not now served by railways would have no difficulty in getting power to make them, provided they had a legitimate *locus standi*; *ib.* 4320, 4321. A large saving would be effected by consolidation of Irish railways; *ib.* 4373. Thinks rolling stock of Irish railways sufficient; *ib.* 4378. Discussion as to expediency of carrying coal at $\frac{3}{8}d.$ per ton per mile. A company might be found to buy up whole of railways in Ireland, but thinks scheme suggested would be preferable. Companies could not borrow on such easy terms as Government; *ib.* 4401–4413. In order to develop traffic unequal mileage rates must be adopted; *ib.* 4442, 4443. States amount set apart for permanent way, engine power, and carriages and waggons, and gives duration of rails and sleepers; *ib.* 4444–4449. Under proposed plan there would be an inducement to increase traffic. No company would lease railways unless they expected a greatly increased traffic; *ib.* 4452, 4453. Irish gauge would be no obstacle to working witness's proposal; *ib.* 4454–4458. The London and North-western and Great Western Companies might be represented in leasing companies. English companies would not get possession of Irish railways to work them to the detriment of all other companies without the sanction of Parliament. They would view it as a mercantile speculation; *ib.* 4459–4461. Thinks through traffic would be better developed if lease were in the hands of London and North-western company than in the hands of a mercantile company; *ib.* 4464, 4465.

Nothing can be done by Government unless they are prepared to advance money without getting any benefit from it; *Haughton* 4673. If Government would purchase railways, shareholders would be content with a smaller dividend, difference to go in reduction of fares; *Murland* 4952. Lines, though not in first-rate repair, would bear a much larger traffic; state of repair an important point if Government contemplated purchasing; *ib.* 4953–4956. Shareholders of non-paying lines would not make Government a present of them, but many would sell on very moderate terms; *ib.* 4956, 4957. If Government took Irish railways, English companies would be found to work them, and by allowing them 50 per cent. of the gross receipts they would have an interest in developing traffic; *Cawkwell* 5180. 5246–5249. Reasons why it is not advisable to lease lines to a limited liability company. Question discussed; *ib.* 5181–5185. 5189–5194. 5198–5204. 5207. Beneficial results have followed where Government have assisted railways in agricultural countries in Europe. No objection to Government proposing reduction and bearing loss until traffic increased; no ultimate loss; *ib.* 5208–5210. Irish system of management not satisfactory, and the mere conversion into two or three systems would not be attended with any important benefit without some alteration made in the boards or some control by Government; *ib.* 5211–5216. Has found it difficult to make arrangements, as boards of directors adhere to system of exacting local charges, cartage, &c. If Government appointed good commercial men as directors on Irish boards, matters would be improved; *ib.* 5217–5221. If Government assist Irish railways it should be on condition that they make proper through arrangements with English lines, and that there should be a standing arbitrator to authoritatively settle differences; *Allport* 5276–5290. Witness is averse to Government supervision or management; *ib.* 5284, 5285. Objects to Government purchasing Irish railways, as, if managed by Government officials, it would be inefficiently done, and if leased to a company it would be merely transferring them to Government in order that Government might hand them over to other parties,—a cumbrous and useless operation; *ib.* 5291–5305. If Irish railways were purchased by Government and leased to a company, they would be willing to wait with greater patience for result of experiment than could be expected from present boards of directors, though that would depend very much upon the terms of the lease; *ib.* 5370–5374.

Witness thinks that at some future time amalgamation might be carried out without Government interference; *Dargan* 5493. Respecting Government purchasing Irish railways, if Government brought to their aid their better credit, and obtained money at a low rate of interest, great good might be done; would not have Government sustain a loss. If Dublin and Wicklow Company were assisted in this way to the extent of a million and a half, they would not object to reduce their rates for certain traffic 30 per cent. Good security would be given. Mentions peculiarity of this railway; *ib.* 5504–5511. 5655, 5656. If extensive reductions made, there will be permanent loss; a reduction of one-third would be attended with temporary loss. Could not reduce to this extent without Government assistance. Thinks it could be proved that Government would incur no risk in making advance; money would be employed in completing line and reducing interest upon money borrowed; *ib.* 5512–5517. Quotes dividend paid and amount of capital. Cannot say how the Government by guaranteeing new preference capital would relieve companies from any amount of interest; *ib.* 5518–5525. How railways paying no dividend should be dealt with; *ib.* 5526. About 26 millions already laid out upon Irish railways; believes the whole could be bought without compulsion for about 22 millions; data upon which estimate formed; *ib.* 5527, 5528. 5551–5557. Does not think any company would refuse to sell to Government if a fair offer were made; *ib.* 5532. If Government purchased railways, a special board might work them. Leasing them to any private company would not be an improvement as regards the country. Does not understand how such a board would be subject to political influence. How it should be constituted. Would rather place railways under private management if conditions could be inserted in lease to protect the public and the property and interests concerned; *ib.* 5558–5567. 5576. If Irish railways became property of the Government, some of the great English companies would become competitors for the lease; they might meet a little loss upon Irish side, but recoup themselves on English side. Whether a benefit would accrue to Ireland would depend upon conditions of lease. Would work well if parties applying for lease were to tender to work lines under certain maximum rates fixed by Government; the lowest offered should be taken; *ib.* 5568–5572. If companies could not find security to justify Government in applying funds of United Kingdom, cannot suggest how Irish people could assist themselves. Objection might be made if a Government subsidy were granted to Irish railways and not to railways, &c. in England, but exception should be made; *ib.* 5583–5592. Peasantry not likely to injure railways if owned by Government; *ib.* 5603–5605. Dublin and Wicklow would be better pleased to get one-third of the assistance required, and reduce rates 10 or 15 per cent., than to have full amount and reduce 30; reason why this railway is in a peculiar position to test principle; 5638, 5639. 5650–5652. Purchase by Government should be voluntary on part of companies; a few might stand out, but traffic might be so worked as to force them in; Government offer should be conditional upon all accepting it, otherwise small companies might stand out. Precautions would be necessary to prevent impediments in the way of traffic being worked over lines of railways holding out; *ib.* 5663–5675.

History of witness's management of Derry and Coleraine Railway held on lease by him from Loan Commissioners; *Roe* 5734 *et seq.*

Government should advance money to Irish railways at a low rate of interest to pay off debentures, and rates should then be reduced to the extent of the saving; though some English railways greatly require assistance, Irish railways have not the same advantages; *Lanyon* 6230–6235; but, in fairness, if Irish railways assisted, those in England needing it might have similar help; *ib.* 6249. Government interference should be for the benefit of the public; *ib.* 6251. Irish railways should all be under Government control; had this been the case hitherto, more useful lines would have been constructed, and useless ones avoided; *Earl of Clancarty* 6326–6331.

GOVERNMENT ASSISTANCE, &c.—*cont.*

Ireland—cont.

6355. Government management would be better than directors'; they should become the absolute owners; *ib.* 6339–6342. Advantages which would result; *ib.* 6343. Best plan for management, witness thinks, would be by two boards of inspectors, one for the north, the other for the south; 6343–6348. Great necessity for the railways being harmonized into one system; *ib.* 6350. Unsatisfactory management of Shannon drainage by board; *ib.* 6351–6354. Any loss to Government by purchase might be met by a uniform rate over the whole of Ireland; *ib.* 6356, 6357. Discussion of basis and conditions of a Government purchase; the Government should not lose by the purchase, and the shareholders should be benefited; *ib.* 6358–6376. Government control and supervision necessary in the interests of the public; *Macfarlane* 6551–6555; should have power to compel arrangements necessary for the safety of the public; *ib.* 6556–6558.

General desire that Government should purchase Irish railways; directors would be willing to negotiate; upon what terms; compulsory sale impracticable and unfair; *For* 6572–6589. 6685, 6686. Present price and value of shares; discussion of basis on which Government might purchase; *ib.* 6592–6623. 6638–6640. There need be no risk of loss to the public; shares do not fetch their fair value in the market; *ib.* 6624–6626. Cost is greatly enhanced through contractors being paid in shares; 6632. If Government did not purchase, it might assist by lending its credit; 6648. 6653, 6654. Witness believes Government could purchase the lines at a remunerating price to owners, lease them to a company, keeping a proper control over them, and make a considerable profit; *ib.* 6649–6652. Further particulars and full discussion of this scheme, especially as to actual present value; *ib.* 6655–6696. The greatest difficulty would be with the non-dividend paying lines; the dividends generally diminishing; dividend-paying lines might be satisfied if they were paid an annual amount equal to dividend of last few years; *ib.* 6697–6708. If purchased by Government, they should strictly control company to which leased, and should reduce all rates and fares 50 per cent., which would benefit the country immensely; *ib.* 6709–6714. 6719–6722. This course would pay present directors, but they have not courage to try it; *ib.* 6715–6718. Irish public might fairly be taxed to make up any unexpected loss to Government; *ib.* 6723. 6728–6737.

Witness advocates Government taking all the railways, and working them by a board of three commissioners sitting at Dublin; they would be better and more harmoniously managed, and the saving would be very great, there being at present 430 directors, 56 secretaries, over 100 engineers, &c., to be paid; *Meldon*, 6735, 6736. 6747–6751. 6801. No prospect of amalgamation except under Government; directors opposed to it, though shareholders might favour it; *ib.* 6752–6756. Discussion of terms on which Government might obtain railways; it need not cost the country anything; *ib.* 6756–6762. If a few companies objected at first, they would soon see it their interest to come in; or compulsory power might be given if necessary; *ib.* 6763–6767. Special legislation would probably be necessary; *ib.* 6770. Acceptance or rejection of proposal would be mainly with ordinary shareholders, but preference and debenture holders must not be allowed to suffer by it; *ib.* 6771–6781. If amalgamation took place, it need not prevent other parties subsequently starting new lines if needed; *ib.* 6782–6783. Basis of valuation of lines paying little or no dividend; something should be allowed for prospective value; *ib.* 6784–6790.

A bold reduction in rates and fares would be an immense benefit; an enormous passenger traffic, witness believes, would be developed; although it would pay and improve position of companies in a year or two, they are afraid of the experiment; witness therefore pleads for Government help, which he thinks could be given without any loss to the Exchequer; *Parker* 6865–6875. Witness would like to see fares reduced 75 or 80 per cent., the temporary loss to be sustained by the Government; it might be borne by Ireland alone, but witness would prefer the former; reasons; *Bewlay* 6952–6962. Cannot conceive of there being a loss in the long run; *ib.* 6963.

Government help and control desirable, so that people may travel third class at ½*d.* a mile; *Bagot* 7026. 7040, 7041. A large reduction of passenger fares should be made, which would greatly benefit the country, but as this might not pay, the nation should bear the risk; if successful, same plan should be adopted in England; better concert between companies also needed; *Pim* 7052–7058. New railways should be made at expense of

GOVERNMENT ASSISTANCE, &c.—*cont.*

Ireland—cont.

Government; *ib.* 7079. Difficulties in the way of reducing fares without Government help; effects of reduction; *ib.* 7087–7093. Irish railway grievances call for Government intervention; *Barrington* 7148; Irish opinion divided on this subject; *ib.* 7149–7166. If Government should take them and reduce charges, a penny income tax might fairly be laid upon Ireland to meet loss until recouped by increased traffic; *ib.* 7166–7179. Discussion of this proposition, especially as to its bearing on landowners; *ib.* 7180–7202. 7204, 7205. 7255. If once adopted, must be adhered to; some present heavy expenses saved by railways being under one management; *ib.* 7203. Any new railways must be under same system, but none should be constructed without a reasonable prospect of low charges being remunerative; reasons; *ib.* 7206–7216. 7218–7220. Discussion as to willingness of people to bear proposed tax, and as to eliciting public opinion on the subject; *ib.* 7264–7272. If Government purchased Irish railways, witness is inclined to believe that increased traffic would prevent any loss arising from reduced charges, but if not, thinks Irish people would object to bear the loss alone; *Macauley* 7316–7327.

Witness suggests that Government might take possession of bad and unfinished railways, and advance money to work or complete them, if they would pay 3½ per cent., or if not, if the locality were willing to make up that amount, but Imperial Exchequer not to suffer; *Hancock* 7646–7656. If locality not willing to do this, these lines must be left to their fate; *ib.* 7657–7661. Terms upon which Government might also take certain other lines which at present pay badly; *ib.* 7662–7665. 7667. With paying lines Government need not interfere; *ib.* 7666. Reasons why Government should make experiment on unsuccessful lines; *ib.* 7754, 7755. Government might contract with solvent companies to carry on lines they took possession of; *ib.* 7668. Government might make an advance to any locality desiring a new line, but locality to guarantee part of cost; the line to be public property; *ib.* 7669, 7670. Principles upon which fares should be founded; *ib.* 7681–7694. Government should first take the unsuccessful lines and eventually the whole, and work them on a system similar to the Post Office; *ib.* 7709–7721. If fares could not be made wholly uniform, the public would more readily submit to variations under Government management than under companies; *ib.* 7722–7729. Urgent necessity for State management; *ib.* 7730–7732. Undue influence upon Government to reduce fares might perhaps be prevented by Ireland itself having to make up any loss; *ib.* 7737–7739. Fluctuations in shareholders an impediment to a present sacrifice for a future good; *ib.* 7740–7744. Reasons for thinking that Government management would be better than that of companies; *ib.* 7745–7747. Certain small lines might perhaps do as well by amalgamating with a larger one as by Government taking them, but such amalgamation not likely to take place; if Government took them, they might advantageously employ the larger line to work them; *ib.* 7761–7766.

Commission of 1837 reported strongly in favour of Government taking steps for construction of railways; *Galt* 8471–8474. Witness details a scheme prepared by himself for purchase of Irish railways; would divide them into three classes, and states how each should be dealt with; discussion thereupon; any loss to be made up by imposing a tax upon Ireland; *ib.* 8491–8507. Benefit of low fares, and use of national credit should be made in favour of English and Scotch as well as of Irish railways; believes that result of an experiment, if tried, would be satisfactory; *ib.* 8510–8513. Experiment might be first tried in Ireland; the system should be adopted there as an institution, as the people are willing to bear any loss; *ib.* 8514, *et seq.* Experiment could only be made by Government taking the whole of the Irish lines; there is not one that does not pay more than its working expenses; *ib.* 8519–8526. Present high rates prevent full development of the mineral resources of Ireland. Copper from mines of Wicklow and Waterford is carted alongside the railway. Cattle are driven along the roads instead of being carried by railway; *ib.* 8544–8556. Must be an Act passed compelling companies to sell the railways upon certain conditions. Should be an uniform tariff for passengers, and for goods a tariff according to necessities of each case. Reason why witness does not think that if railways were under Government management there would be any difficulty from the different interests of the several parts being brought to bear upon the Government; *ib.* 8557–8565. 8571–8574.

GOVERNMENT ASSISTANCE, &c.—*cont.*

Ireland—cont.

Suggestion to group all the Irish railways into four or five systems, and give them some Government help, but not for Government to purchase them. Would rather be under English Board of Trade than Irish Board of Works; *Huish* 16,011 *et seq.*

Witness has recommended purchase by Government of Irish railways upon certain terms, and their being worked by a commercial company; *Bidder* 16,587, 16,588.

Statement from the Public Works Loan Board of loans advanced by Government to Irish railways, made up to 26th May 1865; *App.* AO. Letter from Irish North-western Railway Company offering to reduce fares if Government advance, at a low rate of interest, a sum sufficient to discharge the bonds and debentures of the company; *App.* AP. Offer from the Waterford and Limerick Railway to reduce their fares on certain conditions; *App.* AT. Irish railways:—Government loans. Memorial of certain of the Irish railway companies to the Lords Commissioners of Her Majesty's Treasury, praying for legislation to enable Government to lend money to pay off their debts, &c., and finish the construction of their railways; also financial and statistical statement in relation thereto. April 1866; *App.* CX.

See also AMALGAMATION. FOREIGN AND COLONIAL RAILWAYS, 2. GUARANTEE. IRISH RAILWAYS.

GRAND CANAL COMPANY OF IRELAND:

Statement by the; *App.* BP.

See also WATER CONVEYANCE.

GRAND JUNCTION RAILWAY. *See* CLARK, MR. C.

GREAT NORTHERN RAILWAY:

Company in a recent half year paid for compensations 9,627*l.* out of a profit of 264,000*l.*; *Clarke* 12,776–12,780. In 1865 they paid 24,000*l.* (their capital being 16,065,000*l.*); *ib.* 12,781. Arrangements making to ensure greater punctuality; *ib.* 12,782–12,786. Line is kept in a high state of perfection; is carefully inspected every day; 187,000*l.* spent upon it (434 miles) in 1865; *ib.* 12,787–12,792. Witness states that a certain arrangement of trains spoken of is not made with a view of forcing public to travel from Lincoln by the Midland; *ib.* 12,815–12,821. Explanation of some of Great Northern train arrangements with Midland Company; *ib.* 12,820–12,826. Discussion of arrangement which causes present difficulty in getting from Grantham to Lincoln; *Allport* 13,804–13,810. No complaints from public as to distance between stations of two last-named companies at Newark; *Clarke* 12,827, 12,828. Reasons why through tickets for certain routes cannot be issued; *ib.* 12,829–12,836. Through rates are already calculated by the million; *ib.* 12,837. Company have through booking throughout the whole of their own system; *ib.* 12,839. Company are very liberal in the matter of passengers' luggage; *ib.* 12,844–12,847. 12,871, 12,872. Company run a great many excursion trains; *ib.* 12,848. Witness considers that on some lines these have gone too far; the very heavy trains get in the way of everything and endanger the others; *ib.* 12,849–12,856. Fares are pretty uniform and near the maximum; severe competition some years ago between company and Midland Company, and its effects; *ib.* 12,861–12,870. Only two third-class trains a day, as a greater number would injure second class; market tickets are issued in Lincolnshire; these induce people to travel; *ib.* 12,879–12,885. System of signalling, &c. in operation for ensuring safety of trains; *ib.* 12,893–12,906. Company have four lines out of London to some parts; this enables them to accommodate a local traffic independently of their through traffic; *ib.* 12,907–12,910. Company are re-laying a portion of their line year by year, their rails being worn out; *ib.* 12,929–12,932.

Comparative statement of the rates for grain to Lincoln; *App.* BI. Comparative statement of grain rates from the Lincoln, Sleaford, and Bourn districts with Northampton, Norfolk, and other barley districts to Burton-on-Trent; *App.* BI.

See also COST OF CONVEYANCE AND WORKING.

GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND:

Excursion trains on, but no market trains; *Haughton* 4490–4493. Particulars of passenger and goods traffic on, showing considerable falling off as compared with

GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND—*cont.*

increase of mileage; *ib.* 4493–4510. Being no local traffic, company do not alter trains between different towns; *ib.* 4511–4513. Hardly any traffic except between Dublin and large towns; *ib.* 4514–4520. 4580–4584. For two years vigorous competition between company and Grand Canal Company, which brought greatly increased traffic, but much reduced income; *ib.* 4521–4528. Line has always paid fairly; *ib.* 4529–4532. Through traffic arrangements; *ib.* 4550–4568. Variation in rates; *ib.* 4573–4579. Particulars of cattle traffic; *ib.* 4595–4600. Work harmoniously with some small lines, with which they have through rates, without much inconvenience to the public, though not amalgamated; *ib.* 4601–4607. Traffic of company's system already developed, reduction of charges might increase it slightly; *ib.* 4617–4619. Have never opposed Bills in Parliament; *ib.* 4629. Have paid off all their debentures on the Government loan; *ib.* 4631. Some lines amalgamated with them still have debenture debts; *ib.* 4634. Government interference undesirable; *ib.* 4703. Opinion of company that rates could not be lowered without ultimate loss; *ib.* 4724. Inconvenience to the south of Ireland generally, and Waterford in particular, from company refusing to run trains in harmony with Waterford and Kilkenny Company; passengers from Dublin cannot go and return in one day; *Delahunty* 5011–5025. Great Southern and Western the only line from Dublin to Waterford. Have always opposed any scheme for connecting the North Midland of Ireland with Waterford, but an Act was obtained in 1860 for making a line from Kilkenny to Maryborough; this is already constructed as far as Abbeyleix, and the traffic of the district in eight weeks has increased 33 per cent. Object of company in opposing; *ib.* 5027–5032. Witness believes that the condition of the line is admirably attended to; *Lanyon* 6140.

Statement of traffic on, from 1846 to 1864; *App.* AH. Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

GREAT WESTERN RAILWAY:

Total cost of railway, including branches, 45,000,000*l.*, of this about 6,500,000*l.* has been for stations and sidings; of the latter there are about 357 miles; *Grierson* 13,495, 13,496. Company's traffic on the double gauge is diminishing. Company found having only one gauge very inconvenient. Value of broad gauge rolling stock; *ib.* 13,527–13,531.

Persevering opposition of company to competition between London and Gloucester; *Nicks* 8940–8946. Complaint also, as to fares and rates; *ib.* 8947–8952. 8989–8992. Charge much higher rates than the Midland; *ib.* 8991. Unequal rates charged by company in South Staffordshire district; *Williams* 10,115 *et seq.* Explanations in answer; *Grierson* 11,765 *et seq.*

Answer to complaint of Messrs. Howard (contained in the Appendix) as to declining to grant them special rates; also respecting through booking and correspondence of trains at junctions, stating that the former is only a question of time, but the latter is very difficult to accomplish; *Grierson* 11,794–11,806. 11,809. Answer to Mr. Williams's complaints as to rates in Staffordshire iron districts; *ib.* 11,810–11,824. No advantage in rates is allowed to officials who may carry on their own account. No unfair special rates ever granted by goods managers to witness's knowledge; *ib.* 11,862–11,866. Answer of company to complaint as to warehousing at Birkenhead; *ib.* 11,928. Pointsmen are not over-worked on Great Western line; their hours and pay have not been reduced; they have been agitating for more wages; considers them good; would be a mistake to put a superior class of men to those duties; accidents generally occur at the points; *ib.* 13,551–13,554.

Complaints from Bristol and Bath as to unequal rates on timber, rice, carriages, &c., especially as compared with Newport; *Low* 13,889–13,893. The rate on rice was raised from 9*s.* 11*d.* to 17*s.* 8*d.* per ton; *ib.* 13,936. Company have been frequently applied to, but fruitlessly; *ib.* 13,890. No reason to suppose that company have any interest in Newport; *ib.* 13,912. Complaint that express fares are too high, and that trains are arranged so as to force people to travel by second class; *ib.* 13,950–13,955.

Deterioration of line, rolling stock, &c. during the last few years; *Harrison* 15,330.

Complaint that in a certain instance company are charging 1*s.* 2*d.* per ton for carrying coals one mile in

GREAT WESTERN RAILWAY—*cont.*

owners' waggons. Witness considers this illegal and unreasonable, and that 6*d.* would be a fair sum. Company are being opposed in Parliament, and an action on the subject is pending, but counsels' opinions are divided as to legality of charge; *Lancaster* 15,563–15,590. Witness presumes that company have an exceptional power in charging from not having been watched so closely as other companies; *ib.* 15,608.

Various particulars of working expenses, mileage, &c. of company; *Gooch* 17,313 *et seq.* Total mileage over which company's trains work is 1,389. Working expenses have been slightly on the increase for some years; *ib.* 17,384–17,388. Witness thinks that company's excursion trains do not pay, and they interfere with ordinary traffic; their 3rd-class traffic is very well developed; *ib.* 17,488–17,495. Company will have either to change or to double their gauge to a great extent, which is a very serious question for them; some of the rolling stock might be altered, but the engines could not; *ib.* 17,510–17,515.

Statement of broad and mixed gauge lines, of narrow gauge lines belonging to the Great Western Railway Company, and list of places where broad and mixed gauge lines meet narrow gauge; *App.* CZ. Remarks by the manager of the Great Western Railway Company on Mr. Low's evidence; *App.* DD. Diagram showing comparative weekly receipts; *App.* CD. Diagram showing the number of passengers booked out of Paddington station each day during 1865; *App.* CF. Diagram showing the weight of excess luggage at Paddington station each day during 1865; *App.* CG.

See also GAUGE. GLOUCESTER.

GREENORE. *See* CAWKWELL.

GREGORY, MR. CHARLES HUTTON. (*Analysis of his Evidence.*)

Is a civil engineer and one of the Vice-Presidents of the Institution of Civil Engineers. Has acted for upwards of 10 years as arbitrator for Post Office in fixing rates of payment to railway companies; has had occasion to consider cost of working trains and charges made by railway companies to the public; 17,631–17,633. Explains cause of the great difference in items constituting cost of working trains; how cost ascertained; 17,634–17,636. Hands in table of different items of expense, showing that average for all trains is about 2*s.* 6*d.* per mile; cannot separate cost of goods and mineral trains from those of passengers, but gives reasons why witness believes cost of former much greater; 17,637. 17,639–17,643. 17,648–17,652. 17,755–17,759. Average earnings per mile for passengers and goods; 17,638. Many of the items in table would not be increased by running an additional passenger or light mail train; in what manner permanent way would be affected; 17,644–17,646. 17,658. Thinks that about 4*d.* per mile would represent actual injury done to permanent way by running an average train; for a light train consisting of one engine with two vehicles about 3*d.* per mile; 17,647. Considers cost of locomotive power for goods trains about 25 per cent. more than for passenger trains. Cost of an ordinary passenger engine about 7½*d.* per mile; if interest on cost of engine be added, 9*d.* Might not necessarily be so great for a small mail train; 17,653–17,655. Clearing house rate of ½*d.* per ton per mile for maintenance of a carriage or van is in excess of actual cost; 17,656, 17,657. Earnings of a railway a proper basis on which parochial rates should be assessed; about ⅝*d.* the average for a passenger train consisting of seven carriages; 17,659. Insurance against accidents should be added to cost of a mail train, but risk rather less than by other trains; 17,660, 17,661. Traffic and miscellaneous charges would not necessarily be increased by running an additional night mail train, although there are cases where they would be affected. Payment for a guard would be about ½*d.* per mile. If any additional staff necessary, expense could be easily ascertained, and should be taken into account. Recapitulates items of cost on night mail train, which shows that total cost would be 1*s.* 9½*d.* for seven carriages. Uncertain what items Mr. R. Stephenson included when he stated cost of running a train was about 1*s.* 3*d.* per mile; 17,662–17,667. 17,679. Bases proposed to umpires in arbitrations between railway companies and Post Office; 17,668–17,671. 17,680–17,682. Has heard that the law officers of the Crown affirm that mail trains are legally exempt from toll or other charges for use of the road, but witness believes exemption has never been claimed; if it were pressed Post Office would either have to find the rolling stock, &c., themselves, or make arrangements with companies for the use of theirs; 17,672–17,678. Mode to be adopted in determining payment by Post Office for use of ordinary trains; 17,683–17,685. 17,749. Average sum paid by public for use of passenger trains; charges paid by Post Office for mail service rather less; reason why it should be lower; discussion thereupon; 17,686–17,695. No analogy between carriage of mail bags in charge of a railway guard and carriage of ordinary parcels; in what way latter a much more expensive service; how they might be made analogous. Quotes rates charged for parcels, newspapers, and commercial travellers' luggage, and compares them with those charged for mail bags; 17,696–17,701. Statement that North-eastern carry Post Office parcels for nothing quite incorrect; they have always been considered as part of the mail, and placed in the bags with the letters; has never been asked to separate them; high rates of payment awarded for mail service have been in consideration of companies carrying parcels; quotes sums per mile awarded for certain trains. Umpires, if so inclined, could not make an award which should exclude payment for parcels; are paid for at a higher rate than are now charged for the ordinary parcels. Has been two arbitrations with North-eastern Company; names referees. How arbitrations are usually conducted; from what class umpires generally taken; they invariably refuse to give any explanation of their principles upon which they make their award; 17,702–17,715. 17,718–17,727. Why there have been lately very few arbitrations for Post Office; 17,716, 17,717. Provided parcels were separate, companies would earn more by carrying letters only for Post Office and parcels for the public, than they do now by carrying both for Post Office; public would send them as packed parcels. Companies cannot prevent carriers from packing parcels; they have no monopoly of the carriage of parcels; 17,728–17,734. Does not know when North-eastern obtained their Act to construct main line; they have carried parcels at letter rates ever since introduction of penny post; 17,735. Calculations as to cost of running an additional train for Post Office would in many respects apply to any additional passenger train; 17,736, 17,737. Increase of passenger trains does not produce a proportionate increase in the cost of working; would be much more nearly proportionate with regard to goods. Practically the expense per train mile remains very nearly stationary whatever the traffic of the line. On large systems it will be found that comparing expenses of several past years, although mileage has increased, yet cost reduced by the mileage has not diminished; 17,738–17,740. Difficulty in making comparison of cost per mile by different routes without knowing mileage that can be got out of an engine or the gradients; generally get a better mileage out of engines on large systems than on short lines. Running on a short branch generally costs more per mile than running on a long line; are exceptional cases where it is the reverse. Cannot quote a fixed sum per mile irrespective of distance; 17,741–17,744. Thinks costs of working given are liberal, although average might not apply to every railway; 17,745–17,748. Charges made to public for conveyance of passengers, parcels, and goods do not vary according to the gradients, or a company with bad gradients does not charge more than one with good. Rule of railway companies is to fix charge at most remunerative rates, taking care to keep within maximum limits; 17,750–17,753. Could furnish cost per train mile upon two railways, one running a small and the other a large number of trains; but thinks it would not enable the Commission to form an idea what proportion of the charges are charges dependent or otherwise upon the traffic; 17,754. Amount per mile awarded to Great Western by umpire in a case where particular accommodation was required by Post Office; 17,760–17,763.

GRIERSON, MR. JAMES. (*Analysis of his Evidence.*)

Has been for last two years general manager of the Great Western Railway Company; was formerly goods manager; 5905, 5906. Nature of through-booking arrangements made by company with Waterford and Limerick Company. Most important traffic between the two places. Traffic between Waterford and Bristol, but no through-booking arrangements *viâ* Bristol to Waterford; 5907–5912. Waterford traffic comes to Milford Haven. Arrangement with Waterford and Limerick Company satisfactory. If through-booking carried on *viâ* Dublin it should also be carried on *viâ* Waterford, and to all parts of south of Ireland. Great Southern and Western refused to give through-booking arrangements; 5913–5917. Waterford and Limerick do not charge as part of through-

GRIERSON, MR. JAMES—*cont.*

booking rate a local rate; are negotiating with the Great Western Company in order to obtain some better arrangement. Deposited a Bill in Parliament this session with a view of bringing about a closer connexion between Great Western and their line. Great Western have decided to take no part in the matter; 5918–5921. 5924. Has traffic for passengers and goods on Waterford and Limerick Railway, but former not large, the boats being unsuitable; 5922, 5923. Would be advantageous to Great Western Company to have control over Irish railways so as to get all the through traffic over their system. Their interest to work lines so as best to develop traffic; 5925–5928. If Irish railways amalgamated, could be worked efficiently as one line. If Great Western Company leased lines, would give further facilities for through traffic. Rates from Waterford to Limerick very low; could not say whether company would lower rates; most desirable when there is a prospect of increase of traffic; 5929–5934. Amount of income guaranteed to Waterford Company in addition to proportion of mileage rate. Large traffic in bacon and butter, and in cattle, horses, and pigs, but not in passengers. If better boats were put on, Milford to a certain extent might compete with Holyhead; 5935–5944. A project entertained some years ago to establish in North Wales a rival port to Holyhead. Great Western Company have obtained an Act to make a line to Fishguard; intended by independent parties to make a harbour there and run boats to Wexford; will be able to compete with route to Holyhead, the distance being rather less. Act obtained last year to make a railway on Irish side of channel to Roslea; 5945–5949. If all the Irish railways were amalgamated under one company it would require strong clauses to be framed to prevent concentrating all the traffic to one Irish port to injury of others. Might not always be best to take traffic by shortest route; 5950–5954. Places to which company has through-booking arrangements, and natural routes of those places; 5955–5964. An equitable arrangement might perhaps be made by striking a line across England and allowing Dublin to have all the traffic north of it and Waterford all south. Such an arrangement was made by Great Western and Midland Companies. It might be considered equivalent to closing up one route in each direction for the benefit of a particular port, and for the benefit of the two companies. Would work well in the interests of the public. Would be so far disadvantageous as it would enable railway companies to charge high rates, and up to maximum fares. At present all traffic brought to any local station goes by route favoured by company. Great Western Company desire that traffic should take its natural route; there are four points with which they interchange traffic with Ireland. Same rate to same place *viâ* Holyhead or Milford. Only book through to Cork *viâ* Bristol; cheaper route when time is no object. Nothing to prevent booking through between Bristol and Waterford; 5965–5977. Witness explains arrangement entered into with certain companies, whereby it is agreed that certain portions of traffic shall be considered as going *viâ* Waterford, and other portions *viâ* Dublin; discussion thereupon. Amount of rebate paid to Messrs. Malcolmson. Arrangement prejudices trade of port of Waterford, but benefits Great Southern and Western Company; 5978–5992. Receives Irish traffic at Liverpool; expects that all the traffic from north of Ireland will be done through Birkenhead; Great Western do not contemplate putting on steamers to Birkenhead; 5993–5995. Reasons why it is desirable that all the Irish railways should be amalgamated into one. When amalgamation took place between Great Western and West Midland companies, a large additional traffic sprung up, and through rates were considerably reduced; increase of traffic more than compensated for the reduction, and greatly benefited the public. Adoption of similar arrangements in Ireland would lead to similar results. There would be a reduction in working expenses and general charges, and considerable economy in material, if all the railways in Ireland were amalgamated. Arrangement between Great Western and Vale of Neath Companies; reduced coal rate to London to about 1*s.* 5*d.* per ton; traffic 20 per cent. higher than it was; does not entirely arise from reduction; 5996–6007. The fewer separate railways in Ireland the better for the country. If nothing can be urged against Irish railways being put into one system, should not be put into two or three. Total mileage of Ireland about same as London and North-western and Great Western. Mileage of some of the French systems much more. Irish train mileage much less than on such a line as London and North-western; 6008–6015. One board could develop traffic in Ireland satisfactorily. Frequent complaints that local traffic has been neglected, but has never known a case authenticated. As far as possible members of railway boards in England are selected to represent different local interests. Local traffic of every railway most important; if directors of Irish railways consulted their interests they would cultivate it. How such traffic could be looked after; 6016–6023. Other things being equal, one extensive system can be better worked than a number of small systems. Mentions undesirable way in which Irish lines are worked, and traffic diverted. If railway in the hands of one company, should be prevented from falling into same error. Should not be tied up so as to avoid local connexions and influence, as a local director is often of great value to a company; but directors should look to general rather than to individual interests; 6024–6031. Thinks Irish railways are in good condition; rolling stock not so good as on best English lines; permanent way, with one exception, in good order; trains seem punctual; 6032–6036. English companies would have no objection to amalgamation of Irish lines if company entirely independent of existing English companies, or directors in it to represent them; 6037, 6038. Working of railways not much cheaper in Ireland than in England; circumstances which tell against them; 6039–6043. Amalgamation or absorption of small lines into large ones has, as far as Great Western is concerned, had the effect of raising rates of wages; higher wages are given with a view of getting a better class of men; this is the best economy; 6044–6053. Large railways have a town and country rate of wages; same under similar circumstances; how men are promoted; 6054–6056.

GRIERSON, MR. JAMES—*cont.*

Further examination.

Is general manager of Great Western Railway Company; 11,764. Has read the evidence given before this Commission respecting Great Western rates; 11,765. Disagrees with Mr. Nicks when he states that Gloucester suffers seriously for want of a competing line; it can only be required for passenger traffic, as the bulk of the trade (timber and grain) goes into South Staffordshire, and partially into certain agricultural districts. Mr. Nicks takes great interest in railway matters; has always been against Great Western Company, and is not a fair representative of Gloucester people. As to Mr. Nicks's complaint that Great Western charge express fares unless in competition with London and North-western Company, witness explains that some years ago express trains were taken off northern lines, and have never been charged since; 11,766–11,768. 11,791–11,793. Same fares are charged by all trains (except two) on London and North-western line. Answers complaints of Mr. Nicks, as to low charges from Birmingham to London (129 miles) as compared with those from Gloucester to London (114 miles); quotes the rates and compares them with Midland rates, said to be more favourable, and states that Great Western rates from Birmingham are governed by London and North-western route (112½ miles). In the case of two routes, maximum rates are always regulated by the shortest. Maximum tolls on Great Western and London and North-western companies are the lowest in the country. A reduction made in the rates last June from London to Gloucester; 11,769–11,772. 11,777, 11,778. Explains certain grievances complained of by Mr. Nicks in his evidence, Nos. 8951, 8952, 8947, and 8984, and states that great benefit, both to the companies and the public, has arisen from an agreement entered into between Great Western, London and North-western, and Midland. Reason why competing companies must eventually come to an understanding; 11,773–11,776. 11,781. Through an agreement has large booking arrangements with London and North-western Company. Transference of traffic very large; before agreement there was practically a barrier between the companies. Delivers in a table showing rates on Midland line as compared with those on Great Western, and also tables showing comparative statement of rates for carriage of timber and grain traffic. Witness contends that Gloucester rates are not unfavourable as compared with those on Midland line. Explains certain items in the tables Delivers in table showing comparison of rates for grain and timber, and distances from Gloucester and Newport. Reads certain evidence given by Mr. Nicks last session before a committee of House of Commons on London, Bucks, and East Gloucestershire Bill, where he states that as a general principle he does not find fault with Great Western goods rate. Same scheme before Parliament this year. Mr. Nicks suggests a uniform mileage rate, but has been very desirous to have special

GRIERSON, MR. JAMES—*cont.*
rates. Traders of Gloucester, upon Mr. Nicks's application, have had a special rate to Reading, which enables them to do a large trade; 11,779–11,787. Great Western Company, as a principle, would object to a competing line between London and Oxford; is not necessary. Asserts that there is no ground for Mr. Nicks's statement that for want of competition high rates are charged throughout Gloucestershire district. East Gloucestershire line not yet commenced; 11,788–11,790. Has looked carefully at the correspondence with Messrs. Howard; they seem to desire a special rate for their own particular advantage. With respect to that gentleman's complaint that passengers cannot book through from Bedford to Bristol or to any Great Western station west of Didcot, or that a third-class passenger cannot travel through without stopping a night at Oxford, witness states that the companies intend to establish through booking, and that having third class with all trains would remedy evil, but traffic is very small between Bedford and Bristol; 11,795–11,803. London and North-western have been putting on a good service of trains towards Cambridge, which will eventually open up route to Norwich and the east all through by Cambridge. Through booking will be carried out before long between all principal places; 11,804–11,806. Admits that passengers cannot be conveyed through to Worcester from Bletchley without changing. London and North-western Company could remedy this, if it were worth their while; 11,807, 11,808. In regard to Messrs. Howard's statement that rates to Great Western and North-eastern stations are higher in proportion than those of other companies, witness does not think them unfair; they may get a low special rate from Bedford; 11,809. Will put in table showing that Mr. Williams has not made a fair comparison of charges. Considers that very favourable rates are given to South Staffordshire district. Upon application from iron-masters of South Staffordshire, rates to London have been reduced to enable them to compete with Middlesbro'; reduced rates include collection and delivery. Hopes reduction will prove profitable to company; their reason for making reduction. Refused to discuss question of reduction with the iron-masters if they threatened to support a new line; 11,810–11,813. 11,817–11,824. 11,836. 11,846. Explains inequalities in the rates for bar and pig iron to Sheffield as compared with those to Liverpool and Manchester; 11,814–11,816. States that inequalities of the rates to Swansea as compared with those to Liverpool are caused by the one being a station to station rate, and the other includes collection and delivery; discussion as to charge for this service. Why low rates given to Swansea, and collection and delivery not included in rate quoted; 11,825–11,835. 11,837–11,841. Will endeavour to define the word "terminal." Reason why it would be very difficult to have a fixed terminal, as proposed by Mr. Williams. Corrects several statements made by Mr. Williams and Mr. Gibbs, as for instance, that a farthing a ton per mile would be a fair and profitable charge, notice to be given of alteration of rates, comparison of charges to Cardiff and other ports, and companies charging same whether they cart or not. The law compels them to allow public to cart for themselves, and that during last year 160,000 tons of traffic was brought to Paddington station by public or carriers, on which they either made the charge themselves or railway allowed it from the rates; gives cartage rates in London and the country. More convenient that companies should do the carting. Considers that competition in rates, as desired by Mr. Williams, could not exist for any length of time. Rule which Mr. Williams proposes respecting collection and delivery, and to give to all freighters the same advantages, is practically the principle upon which railway companies act. Railway companies might give a lower rate; under special circumstances, it would serve interests both of public and company. Although special rates are not published, there is no mystery about them. No rate given to any directors or officials on the line different from those given to traders. With respect to Mr. Williams's complaint of delay in the delivery of iron sent from South Staffordshire, witness states that, as a rule, it is delivered in Liverpool or London the next morning; 11,842–11,853. 11,860–11,862. Corrects certain errors in Mr. Matthews's tables as to Middlesbro' rates; he might have learnt them upon application at Paddington or Euston Square; 11,854–11,859. It rests with witness to give special rates; is done through the goods manager; any large reduction is discussed at the board. Has never heard that personal preference has been given by goods manager. Corrects statement of Mr. Matthews as to rates for pig iron to Shropshire from South Staffordshire, and states that Mr. Perry's proposition that castings should be charged same as bar iron would be unfair and entail loss to companies; great care required with this traffic. Thinks Mr. Walker has nothing to complain of in the rates for hardware from Wolverhampton. Is not unfair to charge a higher rate to places having a small trade; 11,867–11,874. Explains discrepancies pointed out by Mr. Walker as to bar and pig iron not being always charged the same rate; 11,875–11,878. Mr. Walker incorrect in stating that wire is sometimes carried from Warrington to London at lower rates than from Birmingham and Wolverhampton to London; 11,879. States how Mr. Gibbs's figures are all wrong; his prepared and hands in a correct table; reason why witness has not attempted to show mileage rate. Has never been asked for terminal separate from mileage. Occasions upon which it would be difficult to give them; would be no difficulty if an average terminal for whole of England were adopted; in some cases it would be on real information to traders; 11,880–11,893. As to Mr. Brown's statement that he does not know when the waggons go away, where they are detained, or whether broken down or not, witness states that Great Western Company have a regulation requiring station-masters to report immediately upon all these matters; is probable that occasionally this regulation is not attended to. Used to repair traders' waggons, but in consequence of accounts for repairs being disputed it was given up. Thinks that Mr. Brown must have forgotten that upon South Staffordshire line, as upon other lines, the Act of Parliament enables company to charge terminals in addition to maximum rates. Hands in table of salt rates. Quotes rates given to Mr. Corbett for salt to certain places in London; are very favourable; a uniform mileage rate would destroy his trade to a certain extent, or destroy companies' profit; 11,894–11,897. Has endeavoured to trace all Mr. Corbett's waggons for six months; finds there is very little detention. Is quite possible that they may be detained at Oxford; are detained at Reading; cause of detention; has recently adopted system on portion of line that will enable them to tell from what cause detention arises. Does not admit that it is not the fault of the consignee. Would be a good thing to charge consignees siding room when they delayed the trucks beyond a certain time; course adopted with traders in Chester station; discussion as to who would be the best party to enforce payment, and as to whether companies possess such a power. If companies found waggons, consignees would be bound to pay demurrage for detention; 11,898–11,900. 11,907–11,927. Gives Mr. Corbett a through rate; reason which induced company to give him a reduced scale a few months since; rate does not involve change of gauge. Company do not carry to Plymouth; salt from that district goes by Bristol and Exeter line; 11,901–11,905. Answers complaints respecting warehousing at Birkenhead, and Mr. Wilson's complaint against Great Western Company as owners of Kennet and Avon Canal; delivers in table showing canal rates in certain years and railway rates in 1860; 11,928–11,933. Does not think there are any instances in which railway charge exceeds the canal charge. List includes all the most important articles of trade; 11,934, 11,935. Does not think that if canal had continued in independent hands, the public would have had lower rates; believes it would have been stopped. Company give low rates on Stratford, and also carry on boats at low rates, but only for heavy produce, minerals, coals, &c. With regard to Mr. Wright's statement, witness says that company do charge glass at reduced rates at owners' risk, and decline to pay for damage when they are not in fault. Answers same gentleman's complaint as to charge for "smalls," and reads clearing house regulations, showing that Mr. Wright is in error; hands in table respecting mode of charging "smalls"; 11,936–11,948. Explains circumstances which led to an advance of rates between Birmingham and South Staffordshire and Liverpool, as complained of by Mr. Wright. Rates merely reverted to what was a fair paying rate; 11,949–11,952. States that although public may take advantage of low fares for a time, will not do permanently to any great extent. Mr. Wright must have forgotten former charge if he states that Birmingham has not benefited by railways. Gives rates per ton from London to Bristol before railways were opened and since. Mentions railways and canals carrying from Birmingham to London, Liverpool, &c. Gives number of miles from Birmingham by Midland, Great Western, and London and North-western railways. Midland railway only recently taken to London traffic. If mileage rates were in all cases charged from Gloucester, as suggested by Mr. Sturge, would be unfair towards Liverpool

GRIERSON, MR. JAMES—*cont.*

and Birmingham; considers Gloucester very favourably situated; 11,953–11,959.

Further examination.

Puts in printed paper, headed "General Observations;" 13,254. As to recommendations of some of the witnesses, that a uniform rate per mile should be first tried on a particular railway, witness explains that if the Great Western Company were compelled to adopt it, it would practically have same effect as making it compulsory upon all companies in the country, or competition would cease; if mileage rate uniform, passengers and goods would go by shortest route; if same company had two lines of different lengths between same points they would not be able, if rate per ton per mile, to use longer line as a relief line; 13,255–13,266. As to suggestion that there should be a uniform rate per mile over country, witness states that if this were brought about, either by Parliamentary enactment, or as just stated, it would be prejudicial to trade in various ways, unless it were made in many cases unnecessarily low, and then it would seriously injure railway companies; how it would affect iron trade, the conveyance of emigrants and passengers from London to Falmouth, and also affect lines passing through agricultural districts. If a Government board had power to interfere with tolls of a company which had voluntarily reduced any of their rates, such interference would discourage any further reduction being made, although so doing would benefit the company and the public. Why a higher rate should be charged for iron where consumption small; 13,267–13,272. 13,287–13,289. 13,291. Thinks if low rates were charged in agricultural districts it would not develop resources or increase trade of country. If salt were carried at half present price it would not increase quantity, and if same rates were charged to London for shipment as for local consumption, it might stop trade altogether. Is obliged to charge a rate which traffic will bear, so that the article can be sold at such a price as will enable it to compete with same article from any other place. Ground upon which witness thinks he is entitled to take into consideration use to which article is to be applied. Is of opinion that companies are entitled to charge maximum rates where they can get them, and reduce where they cannot; 13,273–13,286. 13,346. As a rule, fares are the same in agricultural and in thickly-peopled manufacturing districts, but in some districts third-class carriages are attached to most all the trains; 13,290. Reason why witness thinks that, except in thickly-populated districts, you could not induce people to travel for any long period or continuously. Excursion trains scarcely pay towards end of season; would limit them to holiday excursions if it were possible; is certain they induce parties to travel who would otherwise pay full fare. If third-class fares were much reduced, agricultural labourers would not travel three or four miles backwards and forwards to their daily work; in no case carries people from suburbs four or five miles into a town to their employment. About carrying from city to Hammersmith at a weekly fare of 1*s.* 6*d.*; 13,292–13,304. It would be impossible to publish rates in same way as canal and turnpike tolls were posted, unless they were uniform. Probable that when arrangements are completed for through booking, the rates and fares in Great Western books will amount to 5,000,000. A portion of rates has taken nearly two years to complete; large alterations made since book printed; 13,305, 13,306. 13,363, 13,364. 13,375–13,381. Parties desirous of learning rate could see the books. Gives it to any one who applies; applicant would also be told that a reduction might be made if large quantity sent, otherwise he might charter a vessel and send it by sea. Nothing unfair in giving special rates, provided that every one sending under same circumstances gets same rate. A person could obtain information as to rates at any station as to a particular station, but not generally. Small traders do not like special rates being given for large transactions; 13,307–13,320. 13,333, 13,334. Plan formerly pursued by Midland Company of giving a special rate to large brewers, is not same principle as pursued by Great Western Company, as in that case there was a secret agreement; do not think companies would enter into them now; they can be prevented by Act of Parliament. Probable conditions of this agreement; witness does not know that Midland Company now make same charge to all the brewers; 13,321–13,326. 13,329–13,332. 13,335–13,337. If a special rate given for a large quantity, say 500 tons, and the next week same person only sends 20 tons, the ordinary rate is charged; 13,327, 13,328. Would not tell people in London the Liverpool or South

GRIERSON, MR. JAMES—*cont.*

Wales rate. General publication of rates not necessary. Inconvenience to companies if legislature gave power to examine books of rates; discussion as to whether public should not be able to see whether equal rates are imposed under similar circumstances; 13,338–13,345. 13,347. 13,355–13,360. 13,382–13,385. Maximum rates could be published, but it would be of no practicable use to public. Compulsory upon company to put up toll boards; are now useless. Fares were published on Great Western line until they became so numerous; some of the old fares are published now to a small extent; 13,348–13,354. Goods manager decides upon special rate if trade small; if large, the question would come before the board. Revision of rates a continual business, and occupies a great part of general manager's time. Principal grounds of revision; 13,361, 13,362. 13,365–13,367. Has very little acquaintance with French system of railways, but is aware that all fares and rates (which as a rule are unalterable) are published every three months; no difficulty in publishing them in England if unalterable; would be merely the expense; 13,368–13,372. Number of rates in force in England must be 50 times greater than those in France. Believes that a uniform mileage rate is adopted in France; 13,373, 13,374. Return tickets are issued for two days where distance beyond 50 miles, within 50 one day, for 300 four days; same practice adopted by other companies; 13,386–13,389. If there were uniform rates and terminals a court of appeal would be unnecessary. If court of appeal had power to compel companies to charge rates, irrespective of powers which have been given to them by Parliament, their decision might be most prejudicial to railway companies. Quotes answers of some of the witnesses showing their different views as to proper mode of fixing rates, and states how the public interests are now protected; 13,390. Believes that traders are always allowed to be heard by counsel before committees; they appeared and opposed Amalgamation Act of Great Western some years ago; 13,391–13,394. Does not think county courts are more resorted to in small actions against companies than they were formerly. A great number of actions brought against Great Western Company; on what account brought. Has removed one or two into the superior courts to get an interpretation of the Act; 13,395–13,398. Cannot prevent packed parcels being carried upon the line; companies claim right to charge a certain rate per ton; present rates are a great hardship to companies; the carriers make an immense profit. The companies are spared the expense of delivering these parcels. Thinks that 4*d.* is about the charge for collection and delivery of each parcel; company would deliver a parcel at a distance of 1½ miles for 2*d.* or 3*d.* in a town; is not charged separately; 13,399–13,410. Companies carry the largest number. Mentions that an experiment was made at Bristol with one of these parties who packed in this way, and it was found that public paid more than they would have done to railway; accounts for the system being encouraged. Railway charges less in the gross than the packed parcels people; if public knew that, they would bring all the parcels to the railway; 13,411–13,423. Could not compete with Post Office for conveyance of parcels, as it would injure the present parcels traffic. Post Office get them conveyed without extra charge; is not complaining of the remuneration paid by Post Office, but only of their undertaking certain services which they did not originally perform, which has deprived companies of a great deal of traffic; description of parcels carried; discussion upon this question and upon right of Post Office to send parcels by railway; 13,424–13,449. 13,453–13,455. Company have no system by which parcels could be conveyed at an even rate from one part of the kingdom to another. Railway companies employ Post Office to convey book packages even to large towns which are in immediate connexion with railways; 13,450–13,452. Charges Post Office very much more per ton per mile than the publishers, but Post Office have a special service running each way once a day devoted to them alone, and also use of all regular trains; would be happy to give any private individuals same number of trains at same speed for the same payment. Does not know who objected to carrying passengers by Post Office trains; 13,456–13,462. Would strongly object to Board of Trade having power of deciding cases of complaint of trains not meeting at junctions, unless certain rules were laid down for their guidance, as it is a most difficult thing to manage; witness finds it impossible to manage it with their own trains. Thinks such a tribunal would be no advantage to the public; evil is correcting itself as rapidly as possible; 13,463–13,470. Principle of interchange of traffic

GRIERSON, MR. JAMES—*cont.*
is adopted by Great Western railway for all non-competitive traffic; how universal interchange of traffic would be unfair to companies, and useless to public. Has no objection to public getting such through booking and facilities as are required, providing it is on fair terms to the companies. Principle upon which division of traffic is made to those companies which have incurred the largest cost in stations, &c. Public want competition between railways, and at same time all the conveniences of companies working together in friendly relations. Reads preamble of agreement before referred to. Irregularities of trains caused in a great measure by irregular amount of traffic. Hands in diagram, showing gross receipts for each year, divided into weeks; 13,471–13,475. Method adopted to prevent trains being unduly delayed; sometimes attributable to want of vigour on part of station master and guard. Gives an illustration of inconvenience caused by a train not arriving punctually at Wells station. Trains not so punctual at excursion times; are generally heavier; 13,476–13,482. Explains how it has arisen that express fares are charged in some cases and not in others, the trains stopping at and missing some stations. Hands in diagram, showing the irregularities in traffic upon all the railways in England; 13,483–13,486. For what services a terminal charge should cover. Canal companies either charged a sum beyond the toll where they provided wharfage, craneage, &c., or carriers charged for these services. Gives an illustration showing the impracticability of including terminals in mileage rate, and disadvantage to those sending goods short distances; 13,487–13,489. 13,497–13,499. Would not object to a maximum terminal being fixed if an average of whole outlay on all the stations were taken into consideration. Reason company do not charge a higher rate at those stations where there are extra expenses. Gives cost of stations and sidings, and total sum expended on Great Western railway, including sidings; 13,490–13,496. Explains fully course taken by company in the case of private waggons, and of those of their own; and gives reasons why demurrage should not be paid by company for detention and delay, as would be the case if private waggons were admitted upon clearing house system, as suggested by one of the witnesses. Company, in fixing rates for the conveyance of traffic in owners' waggons, allow such a sum as will enable traders to find them; gives cost of a narrow-gauge waggon and number of tons it will hold. Traders look after the waggons much more carefully when they find them themselves; delays generally take place at the terminal stations; irregularities arise from variation in quantity delivered to customers. Company sends a notice in case of a breakdown of a waggon, but not when they are detained by the consignees. Colliery owner is to blame sometimes for detention by sending to certain customers a greater number than they can unload in a given time; gives an illustration; 13,500–13,509. 13,524–13,526. Mr. Corbett's complaint that salt sent in narrow-gauge waggons to Gloucester was detained for want of broad-gauge trucks, and that Midland Company demanded demurrage, no doubt is a great hardship, and arises partly from the irregular amount of traffic received; traders do not give an hour's notice of quantity they are going to send; would not be practicable to demand notice; 13,510–13,515. Break of gauge objectionable, but not many delays arise from it, or much damage caused in loading or unloading the goods. Gives cost of loading and unloading; service is done by agents of colliery owners. Coal is brought from Staffordshire to London both by broad and narrow gauge; 13,516–13,523. As far as Great Western is concerned, traffic on the double gauge is diminishing; are increasing narrow-gauge stock much more than the broad. Found it a great inconvenience when there was only one gauge. Cannot tell the cost of altering the gauge; alteration of the rail would probably cost 500*l.* to 750*l.* per mile; a certain part of rolling stock would still be available. Great Western broad-gauge rolling stock has cost about 4,000,000*l.* Dead weight not so much on broad gauge as narrow. Practicable to reduce dead weight in passenger trains, and give sufficient accommodation to public by running a smaller number of carriages, but public would be averse to it. Great length of train one of the causes of irregularities in the time. Cannot, as a rule, fill an ordinary train with passengers; all calculations founded upon such hypothesis are fallacious. No doubt public pay more in the long run for the additional convenience they get; 13,527–13,538. 13,543–13,547. Gives pretty much the same convenience to second-class passengers as to first-class, of passing them from branch to main line, and *vice versâ*. Takes third-class passengers on to long branch lines in same carriages; third-class have to change much more frequently than the other classes; 13,529–13,542. Does not think that an additional safety could be afforded to the travelling public by conferring further powers on Board of Trade; best to leave full responsibility upon managers of companies. Thinks Board of Trade see the difficulties of the case, and therefore decline to lay down any rule; 13,548–13,550. Pointsmen are not over-worked on Great Western line; their hours and pay; hours have not been reduced; have been agitating for more wages; considers them good; would be a mistake to put a superior class of men to those duties; accidents generally occur at the points; 13,551–13,554. Delivers in tables, headed "Rates, London and Birmingham, by canal in 1836, by railways and canal in 1842, and by railway in 1866;" also, "Rates, London and Manchester, by quick vans in 1833–4, by canal in 1834, by railways in 1840 and 1866;" also, "Rates, Birmingham and Manchester, by canal in 1836, by railways and canal in 1842, and by railways in 1866;" and also, "Rates, South Staffordshire and Liverpool, by canal in 1831, and railways in 1866," which shows that in no case are the present rates so high as formerly; gives an instance; 13,554–13,558.

Diagrams handed in by witness, showing comparative weekly receipts on Great Western Railway; *App.* CD. Comparative weekly receipts on all railways in the United Kingdom for the year ending December 1864; *App.* CE. Number of passengers booked out of Paddington station each day during 1865; *App.* CF. Weight of excess luggage at Paddington station each day during 1865; *App.* CG.

GRIMSBY:
Declared real value of total exports from port of, in 1863; *App.* B.

GROCERS:
Memorial of, and others interested in the commerce of London to the chairman and directors of railway companies connected with the metropolis; *App.* CQ.

GUARANTEE:
If Legislature compelled a reduction of rates, a guarantee against loss should be given; *Mulvaney* 1227; *Forbes* 1727; *Mallet* 2250 *et seq.* A great portion of the capital employed in making Irish railways being raised upon debentures, it would be of great advantage to have the Government responsible for the interest of the difference between a high and low rate; *ib.* 2299, 2300. Fares in Ireland should be reduced, and Government should guarantee companies against loss, and have a voice in the direction; *Longfield* 2870–2873. Conditions under which a guarantee fund might be raised to reimburse loss caused by reduction of fares; *Hemans* 3885–3887.

H.

HALHEAD, MR. HILTON. (*Analysis of his Evidence.*)
Is a Liverpool timber merchant; 412. Owing to increased imports more accommodation is much needed. The general trade of the place doubles itself every 14 years; 413–419. In consequence of the excessive rates the Baltic trade has diminished, and the timber merchants consider themselves aggrieved. Gives number of ships employed in the trade, and tonnage, in the year 1822, and in 1860 and 1863; 420–425. Rates from Liverpool much in excess of those from other places, in many instances the distances being greater and the charges much less; instances cited; 426–430. Birmingham timber merchants are kept out of the Liverpool market by the heavy rates; 431, 432. Liverpool is at a disadvantage with the eastern ports as to the Baltic trade; 433, 434. Suggests as a remedy a more equitable distribution of rates according to distance; 435.

Table showing railway carriage rates from Liverpool as compared with other places; *App.* D.

See also SMITHELLS.

HANCOCK, DR. W. NEILSON. (*Analysis of his Evidence.*)
Was formerly professor of political economy in the University of Dublin, and professor of political economy and jurisprudence in Queen's College, Belfast; 7594. Has been engaged in collecting statistics on various questions relating to Ireland; 7595. Has directed his

HANCOCK, DR. W. NEILSON—*cont.*

attention to Irish railways; describes their financial condition, and mentions those companies that do not pay all their dividends on their preference shares, those that do not pay on their ordinary shares, those that pay a dividend less than the rate of interest in the funds, and those that pay more than the funds, but less than what the shareholders believe to be true commercial interest; gives also the mileage of each class. Dublin and Kingstown Railway shares at a premium; is leased to the Wicklow Company on a perpetual lease; 7596–7604. Coincides with proposition stated by a Committee of the House of Lords in 1864, that where companies were not able to pay their ordinary shareholders, they were not in a satisfactory condition for developing traffic, or to work the thing successfully; describes how the public interests are affected by such a state of things; quotes from the report showing that the commercial system breaks down where there is not commercial profit; 7605–7607. 7749–7753. Gives an instance where the shareholders suffered a serious loss; 7608, 7609. Thinks one cause of lines not paying is that solvent companies are afraid of carrying out extensions; these are then taken up by speculative companies, who pay their contractors in shares; reasons why it is objectionable to pay contractors or landowners in shares; discussion; 7610–7615. No line should be commenced unless it is a *bonâ fide* commercial company, and has its capital subscribed; if such is not the case shareholders will most likely suffer loss; 7616–7622. Attributes present state of things in Ireland to many lines having been made which never had a prospect of yielding a remunerative return; 7623–7625. County roads in Ireland are made out of local taxation; 7626. Railway defects in Ireland cannot be remedied by competition; mentions a case where it was injurious to the company, though beneficial to the public. Is in favour of competition; names several competing lines in Ireland; competition generally ends in a compromise. Effects of competition diminished where number of competitors restricted; not possible as a permanent arrangement; 7627–7631. 7704–7708. States why amalgamations go on very slowly in Ireland. Certain non-paying dividend lines may nevertheless represent a commercial value. If there were a general amalgamation of railways, and whole traffic worked on uniform plan like the Post Office, a much larger sum would be made, but scheme would create dissatisfaction in the different counties. Would be a great jealousy if any large portion of Irish lines were amalgamated with English companies; 7632–7636. 7700–7703. Present state of money market will put a stop even to legitimate extensions; 7637, 7638. Unprofitable condition of Irish railways not attributable to state of the country; since 1862 the country has steadily improved; 7639. Takes a hopeful view of the future prospects of railway traffic in Ireland; reasons for so doing. Railway returns much better this year than last. Dublin exhibition has of course made a difference; 7640–7642. 7756–7760. Emigration has not affected the traffic, as wages having increased, the people have been enabled to travel more; 7643. Gives two reasons why the coal traffic will increase; varies much in different years; 7644, 7645. Proposes that bankrupt lines and lines that have been stopped should be taken by the Government, provided that the traffic would pay cost of completing them, reckoning the money to be advanced at 3½ per cent. If the traffic would not pay at that rate, and localities would not guarantee portion of cost to make up that amount, the Government should not interfere, as no part of loss should be borne by national exchequer. If traffic produced more than enough to pay Government, residue should go to proprietors to make good money expended before Government took possession. Discussion as to when the Government should take possession; 7646–7661. 7709–7711. Lines which pay no dividends, either on preference or ordinary shares, should have the traffic valued, and purchased by the Government at 3½ per cent.; 7662–7664. Would not interfere with lines paying less than the funds or with those paying above unless the companies were desirous of selling; 7665–7667. How traffic should be carried on, and extensions and new lines made, when possession was taken by Government; in all cases they should control the rates; 7668–7670. 7729–7731. Does not think traffic would rapidly increase if fares were reduced; reason why it would be better to try experiment on those lines purchased by Government; 7671–7674. Experiment should be tried by reducing third-class passengers' rates, but not below the actual cost of conveyance; 7675, 7676. Calculation as to how to get maximum net receipts out of railway when purchased. Fixing such a rate as will induce people to travel will pay best in the long run.

HANCOCK, DR. W. NEILSON—*cont.*

If Government advanced the money to make the railway, fares should be regulated so as to pay the interest. If they purchased a railway for 100,000*l.* which cost 500,000*l.* fares should pay part of interest on the sum actually paid; discussion thereupon; 7677–7696. Unlimited nature of liability in case of accidents one impediment to reduction of rates. Should be a fixed sum for each class of passengers. In Ireland proportion that sums paid for compensation bear to passenger receipts small. In some instances it has materially affected the dividends; 7697–7699. If Government became the proprietors of all the railways they should work them like the Post Office, appoint certain of the officers, and fix fares; believes that under such an arrangement there would be the necessary vigilance to seek and promote traffic in the highest degree. Is not aware that the Irish Post Office does not pay; 7712–7721. Should not necessarily be one uniform rate of charge over line everywhere; does not know whether such a plan would create dissatisfaction; 7722, 7723. Discussion as to whether political influence would be brought to bear in particular localities in order to reduce the rates; might be neutralized by making parties in that district bear any loss from such a reduction; 7724–7728. 7737–7739. Gives a speculative opinion that where lines are not paying a commercial interest they are not well administered by the directors; 7732–7736. Shareholders of lines paying a very moderate rate of dividend averse to speculation; 7740, 7741. Solvent lines are well managed in Ireland; interest of directors to keep them in good repair; 7742–7744. Government would be better fitted to judge what would ultimately be profitable to lines than individual shareholders. Thinks they would not be too rash. Government establishments in England are managed as prudently as some public companies; 7745–7748. Government would not be under a disadvantage in having to make the experiment on bankrupt railways, as if they were bought at a price that the traffic would warrant they would be no longer bankrupt; 7754, 7755. Mentions several of the bankrupt railways which the Government should first take; discussion as to whether it would not be advantageous to amalgamate some of these lines, and work them in connexion with the Great Southern and Western Railway. Where lines are in the hands of preference shareholders they would be opposed to amalgamation; 7761–7766. Discussion as to whether one reason of railways not amalgamating in Ireland is because almost all are connected with special seaports, and also whether the making of unprofitable lines are of benefit to the public; 7767–7782.

Table alluded to by witness showing want of success on Irish railways as commercial speculations; *App.* AZ.

HARDWARE TRADE:

Complaint from Wolverhampton of unequal rates upon; *Walker* 10,637 *et seq.*

HARRISON, MR. THOMAS ELLIOT. (*Analysis of his Evidence.*)

Is civil engineer in extensive practice. Railways with which he has been and is connected; 15,126–15,129. Thinks all rates in the abstract should be equal under similar circumstances; but provided all traders are upon same footing, rule should not be read too stringently; benefit that resulted from the adoption of a graduated scale; companies now consider rule as to equal charges not to apply to different distances on same line. Gross charge on North-eastern up to a certain point higher for long distances than short. Have adopted, since 1853, 2*s.* as the maximum, so that colliery situated at 30 miles from a port would be charged same as one at 20 miles. Rates do not vary more than 20 per cent. for increased distances, taking rate to nearest point; why witness thinks public generally approve of system; difference of opinion in Hull upon the question; merchants there want to enforce system of equal mileage rates; if carried out would stop nine-tenths of traffic of country. Collieries situated near the port have often considered themselves unfairly treated; they do not in all cases derive compensating advantages; 15,130–15,136. 15,167. 15,182–15,188. Why there should be a varying rate for coals taken inland. Gives an instance where it was beneficial to carry iron ore at prime cost in order to develop another business; would be justifiable to have different rates for same article if used for different purposes; same principle adopted by companies generally. Would not suggest any alteration of the law as to equal charges; if altered, should not be made more stringent; 15,137–15,147. Unless there were some further object, would not recommend companies to carry

HARRISON, MR. THOMAS ELLIOT—*cont.*
traffic at prime cost; they occasionally refuse traffic which they could have had at a low rate; 15,148–15,150. Cases constantly arise where it would be expedient to relax regular rate in order to get a traffic, but if reduction made to one trader should be made to all; 15,151–15,153. Inconvenience from publishing rates; if exceptional rates given public would be able to learn if all were treated alike by consulting manager's rate-book. Would be no objection in having special rates entered in such book and made accessible to public; special rates are not of frequent occurrence; cases where they have been given; 15,154–15,166. Rule also to allow traders to send goods for shipment to certain ports at charge fixed to nearest port; port of Hull included, and being nearest, regulates charge; benefit that results from such a rule; 15,168, 15,169. Interest that North-eastern railway have in certain docks; no interest in docks at Hull; same gross rate to all the ports; 15,170–15,175. Goods going by way of Hull have to pay a higher rate than by way of West Hartlepool; no dock dues charged upon goods shipped; 15,176–15,181. Has no practical knowledge of system pursued in foreign railways; they adopt equal mileage rates; some gentlemen sent to England by French Government to obtain information upon the point; does not know result of their report; defends system of inequalities of charge between places at different distances. Why rate is only 2*s.* 6*d.* more from London to Aberdeen than from London to Edinburgh; 15,189–15,193. Principle upon which rate would be regulated for 10, 20, and 30 miles; could not carry at a rate that would absorb whole of profit; 15,194–15,196. Local rates are not equal on whole system with respect to passenger fares; mentions two cases where by raising rates traffic was almost destroyed. Can only ascertain effects of a change by having the most complete statistics of the result of it. A change of reducing would not be felt so rapidly as a change of increasing; 15,197–15,201. Next year the North-eastern will have gradually reduced their fares 25 per cent.; how reduction made; will sustain no loss therefrom; when and to what extent reductions should be made; believes low rates are beneficial to companies and the public; 15,202–15,207. If an experiment of reducing upon a large scale were to be tried at cost of Government, should be made between large towns at a moderate distance from each other, and not in an agricultural country like Ireland; 15,208–15,213. 15,219. Rates of wages and strikes materially affect amount of traffic; 15,214–15,218. 15,228. Does not think that a reduction in rates for cattle would increase traffic; unless there is anything which would increase produce of district, should not recommend a reduction of rates for agricultural produce; whole district of York and Newcastle line is purely agricultural; has not reduced fares in those districts; reduced fares first within neighbourhood of manufacturing districts; 15,220–15,225. First-class passengers bear a much larger proportion than second and third in agricultural districts; 15,226, 15,227. Gives rates for coal; reduction made within last five or six years; rates include use of waggons, but not terminals, which are about 1*s.* 6*d.* per ton; 15,229–15,233. Observations respecting rates from Wales and Cleveland; 15,234–15,236. With one exception have always adhered to reduction when once made; 15,237. What constitutes terminal charges. Mentions that in some cases coals were actually carried at a loss; 15,238–15,245. Is adding largely to sidings on North-eastern system. In mineral districts have nearly three-quarters of a mile of siding for every mile of railway; necessity for sidings increases; 15,246. No Act which distinctly gives railway company any power to charge a particular sum for terminals. What expenses should come under denomination of charges for loading or unloading, for which a reasonable sum is allowed to be charged by Act; 15,247–15,252. Why question of right of company to include interest for station accommodation in terminal charge does not often arise; in many cases whole charge, including terminal, is less than maximum authorized to be charged from station to station; are some cases where terminal appears to be heavy. Unless terminal charged, would not be worth while to put stations at small places; 15,253–15,255. Would be a great difficulty in having maximum toll fixed which would include all terminal charges; present plan the best. Has no objection to a fixed terminal, but there would be a difficulty in having a maximum to apply to all cases; thinks it would not make much difference in charges to public; reason why terminal must be higher for London; 15,256–15,258. 15,265–15,274. Doubts whether an arbitrator appointed by Board of Trade would be able to settle questions as to whether sum charged is reasonable, or that matters would be settled in a less costly way than

HARRISON, MR. THOMAS ELLIOT—*cont.*
now; 15,259–15,264. Greater facilities are given than formerly with respect to interchange of traffic; result has been a benefit to companies and the public; legislative enactment compelling interchange would not be advisable. Convenience to the public from companies granting running powers over each other's lines. Mentions a case where public was inconvenienced from there not being running powers; difficulty would cease if railways were amalgamated. Agreements for mutual running powers are upon the increase; but when granted are seldom exercised; a universal grant of running powers between companies would not be practicable; 15,275–15,286. No delay in the transmission of goods from one part of country to another owing to imperfect arrangements between companies; difficulty has been the want of siding accommodation for the rapid increase of traffic; 15,287. Cost of working railways has a tendency to increase; causes which lead to this; proportion of the expense of working a line to the gross receipts is not increasing. Greater economy cannot be effected in the working of railways. Would be going in the wrong direction to introduce system of running fewer carriages, so as to make number more in proportion to number of passengers. First-class travellers generally seem to consider that they have a right to two places instead of one; 15,288–15,297. Thinks that only about one third of seats in train are unoccupied, not two thirds, as stated; 15,298–15,300. In many cases cost of working line has been much increased by sanctioning of lines intended to compete with one another; thinks that a line granted for purpose of competition has never in its effects been successful, or existed for any length of time. In such cases ability to reduce fares lessened; 15,301–15,303. Competing line does not in every case serve a district different from original line; discussion upon this question. One line did not pass because every town that it touched was already accommodated. Will be a waste of money for Midland to make extension to Carlisle, as every town throughout whole length is accommodated. Does not know views that parliamentary committees take of these questions. Would not alter system of parliamentary legislation so as to prevent competition; or lay down rules for guidance of committees; 15,304–15,312. Does not think money is forthcoming to make a new line frequently because existing accommodation is inadequate. Describes nature of an agreement witness was consulted upon in the case of an extensive line of railway which was projected last year. Principle upon which several lines have been got up. Mentions a case which came before a committee of House of Commons a few days ago, showing the financial position of a company applying for an extension of time and extension of line; failure of speculative lines will sooner or later put a stop to such evils. A great many of such lines entirely promoted with a view of being sold to large companies, who if they purchase them do so at an immense additional cost to what they could have made them for; North-western have come to a resolution not to buy any of these small lines, and disposition to purchase them on the part of large companies decreasing; many are not paying; line passed going to Hull the original shareholders of which will not get a penny of their money back; 15,313–15,326. Views that directors take as to reduction of fares, &c. when railway prosperous and the reverse; 15,327, 15,328. Rates on Great Eastern considerably higher than on North-western; former not a specimen which any one would like to take of a railway. Great Western in consequence of the rigid economy adopted is getting worse and worse; 15,329, 15,330. Is not aware that fear of competing lines receiving sanction of Parliament often induce railway companies to reduce fares; was the case with the South-eastern. London and Brighton reduced theirs nearly 30 per cent., and for the first two or three years suffered considerably, but have now recouped themselves entirely; reduction, though it warded off competition for a time, has not prevented it reappearing; 15,331–15,335. Increase in the rate of interest for money borrowed adds to cost of working; 15,336. Recent amalgamations have not been opposed; have been of great advantage to companies and the public; effect of them has been to develop traffic to a great extent in witness's district; expects amalgamations will proceed much further than formerly. Does not think large companies neglect smaller branches of their system. Mentions some of the advantages resulting from amalgamations; 15,338–15,345. No reason why Irish railways should not amalgamate by voluntary arrangement; from what causes failure has arisen; would not recommend compulsory amalgamation; 15,346–15,350. Difficulties that would arise if Government were to purchase the railways. Proposition that

HARRISON, MR. THOMAS ELLIOT—*cont.*

Government should lend companies money on lower terms than it could be obtained in the market, on condition that they should make an equivalent reduction in fares, would meet with universal approval of railway companies. North-eastern would avail themselves of it. Whether companies would be willing to make a reduction to a greater extent than saving in interest would depend upon the term for which the money was lent; would be proper for companies to provide a sinking fund; having to do so would not deter companies from accepting such assistance; would have to issue debentures from time to time. Inconvenience that might arise to companies if, after such offer made for a limited time it was found that company by increased traffic had recouped itself from loss consequent upon reduction of fares irrespective of saving upon loan, Government were to terminate bargain, and let reduced fares continue. Loan might be continued upon condition of a further reduction being made, but might be some difficulty in ascertaining what proportion should be; 15,351–15,358. 15,369–15,377. If advance were made to Great Eastern or Great Western upon condition of lowering their fares, it would compel all other large companies going to competing places to reduce without having received any benefit; proposition should be open to any company. Prosperous companies as well as others would be desirous of borrowing. As a rule, thinks security would be perfectly safe; no difficulty in ascertaining their value; 15,359–15,365. Does not think Government would be able to pay off all the debts of the companies; would have effect of raising rate of interest. Money so advanced would go to pay off debentures and so forth; 15,366–15,368. Why Government should not lend to new projects; 15,378, 15,379. Cannot say to what extent value of property has increased by introduction of railways; in many cases near a station land has more than doubled in value; 15,380–15,383. Has travelled on narrow gauge lines which run up to slate quarries in Wales; carries passengers as well, but would not be applicable to country generally; cost of their construction not so much less than ordinary gauge; line paid when worked with horses; does not pay now; 15,384–15,389. Is aware what has been done in some parts of India with respect to narrow gauge lines; have been made at a very low cost; company prosperous; narrow gauge line also in Australia; 15,390–15,393. Lines could be made cheaply if they were allowed to cross highways on a level, as it avoids the necessity of building bridges. If lines could be made for about 4,000*l.* per mile in many cases they would pay well. Under what circumstances the Thirsk and Malton railway (22½ miles) was made for 100,000*l.*; sum did not include rolling stock; assuming company finds whole of waggons, cost of rolling stock required about equal to gross amount of one year's traffic; general rule for companies not to find waggons for mineral traffic; 15,394. 15,400-15,412. Advantages of Mr. Adams' radial axle box; 15,395–15,398. Steep gradients better overcome by broad than narrow gauge; locomotive engines can work over gradients of 1 in 50 with perfect ease; 15,399.

HARTLEPOOL:

Declared real value of total exports from port of, in 1863; *App.* B.

See also ATKINSON. NORTH-EASTERN RAILWAY. O'BRIEN. RATES AND CHARGES, &c., 5. WEST.

HARVEST LABOURERS:

Are carried on Irish Midland Great Western at about ½*d.* per mile; *Ennis* 4016. All who like to travel by the harvest trains are treated alike; women and children would not be refused; they are all through passengers; *ib.* 4089–4093. Large and increasing numbers in consequence of the low fare; *Parker* 6865.

HAUGHTON, MR. WILLIAM. (*Analysis of his Evidence.*)

Was deputy chairman for several years, and chairman since 1860, of the Great Southern and Western Railway of Ireland, and member of the board since opening of the railway; 4473–4475. Question frequently before board whether measures could be adopted to make railway more profitable. A reduction of rates would be too hazardous an experiment; 4476–4479. Railway running through an agricultural district, the increase of passengers following a reduction of fares would not make up deficiency in receipts. In England low fares in such districts do not produce any considerable increase in traffic; 4480–4482. Only change of fares since opening of railway was an advance of 10 per cent. about nine years ago on first and second class. Cannot say whether

HAUGHTON, MR. WILLIAM—*cont.*

change was satisfactory to company; 4483–4488. Third-class traffic large. No special facilities to passengers on market days. Frequently run excursion trains at low fares, to which third-class carriages are always attached; 4489–4492. Hands in tables showing places between which excursion trains are run, times at which portions of the railway were opened, and receipts to present time. When communication effected with Cork, traffic decreased; discussion thereon; 4493–4510. Local traffic very small. Hands in a return showing goods traffic between certain stations for years 1856–1858; quotes receipts between Hazlehatch and Carlow; discussion as to great increase in goods traffic between Tullamore and Cork in those years. Has no similar return as to passenger traffic; very little between second-rate towns and generally from one to the other. Considerable traffic between Limerick and Dublin; 4511–4520. 4580–4584. Competed for two years with Grand Canal Company. Hands in a table showing between what towns the competition existed, and that upon reduction of rates for grain and flour from 7*s.* 6*d.* to 2*s.* the tonnage considerably increased and receipts decreased. Revenue paid working expenses. Quotes dividend paid since opening. Raised rates and came to terms with Grand Canal Company. Traffic fallen off along line of canal. Has not tried any experiment since; 4521–4530. 4585. Gives passenger fares, and states that whilst traffic of first and second-class passengers from 1860 to 1864 remained almost stationary, the third-class traffic considerably increased; 4531–4538. Great increase of coal traffic in 1860 as compared with 1859; attributable to scarcity of turf; has always been an increasing traffic; 4539–4542. Railway charges 1*d.* per ton per mile without terminals, and provides the waggons. More coals are carried from Cork than from Dublin. Thinks it hopeless to expect a traffic for the consumption of the poor; 4543–4547; Railway communicates direct with shipping at Cork. Coals, but not ordinary goods, can be put at once in the trucks; 4548, 4549. Mentions with what English companies railway has through booking arrangements. How terminals are arranged between companies; are not charged to public; 4550–4562. The cartage is undertaken by Mr. Fishbourne, who acts in Dublin as Messrs. Pickford do in London; the railway company settles with the shippers of the goods; it is an additional expense of 2*s.* per ton. From Cork to Dublin it is 2*s.* 6*d.* a ton for goods; 4563–4569. Special rates have frequently been given to individuals, but in no case has quantity promised been sent; instance cited. The ordinary rates are published; vary according to distances; same inwards as outwards; 4573–4579. Repeated proposals to amalgamate Great Southern and Western with Waterford and Limerick; negotiations came to nothing. Amalgamation only a question of time. Great Southern and Western are absorbing small lines; these were made cheaply and well. Difficult to get lines of railway for their value unless Government interfered; 4586–4590. Public suffer inconvenience from small lines not being amalgamated with large ones, there being no through rate. Complaint against Great Southern and Western that third-class passengers cannot conveniently go and return same day. Reasons against issue of third-class return tickets. Has not tried them for market days; 4591–4595. Cattle traffic increasing until last year or two. Store cattle are not driven along the road for long distances. Number of trucks of cattle carried at Ballinasloe fair; has no branch there. Tried cheap rates for cattle for a year in opposition to Midland Company, but it was a failure; 4596–4600. There are several small railway companies within Great Southern and Western district, which are not amalgamated, and which do not work over by agreement; are no hindrance to traffic; run trains in concert, and work amicably with them. Great Southern and Western system complete throughout all the district; 4601–4605. If Waterford and Limerick were in their hands, communication between Limerick and Dublin would be more conveniently worked; through trains would then be run to Limerick. Inconvenience felt by public in consequence of not being able to return from Dublin same day; 4606, 4607. Received a proposal to send minerals, but it was found that traffic would not pay half working expenses. Gives rates offered, and distance it would have travelled over line. No fixed quantity promised. Traffic to be remunerative must be continuous; 4608–4616. Traffic in south of Ireland, so far as the Great Southern and Western are concerned, is fully developed. Thinks there would be a slight increase of traffic if rates were reduced. Corrects a statement made by Mr. Longfield; 4617–4620. Some of the minor lines are in a state of bankruptcy; this is owing

HAUGHTON, MR. WILLIAM—*cont.*
to having cost too much, or to insufficiency of traffic; instances the Wexford and Bagnalstown line; 4621–4623. 4625, 4626. Thinks Ireland is in a poor condition; cannot expect any great increase in passenger traffic; 4624. Has no new railway projects before Parliament; mentions some bills that have been passed; never opposed any lines; 4627–4629. Outstanding bonds. How debentures on Government loan were paid off; 4630–4634. Rented a line to Cork with the intention of purchasing it; has a large passenger traffic, but no goods traffic, because there are either no stations or very badly constructed ones. There would not be much traffic if stations were good. Cheaper to send by lighters to port of Cork. Explains how the trade is carried on; discussion thereon. Large grain traffic between Dublin and Cork, which goes principally by sea; reasons why railway cannot compete with the sea; gives rate by sea and distance by railway; 4636–4642. 4647–4654. Grand Canal has an advantage over railway. Railway company take all orders they can get; 4643–4646. Explains why railway cannot carry grain; 4655–4664. If there were a large and continuous quantity of grain, 6*s.* per ton would pay, but rates to Cork now very low, in order to compete with water communication; 4665–4671. Thinks that no measure in connexion with railways could stimulate industry of Ireland, unless Government is prepared to risk a large sum of money. Public expectation in Ireland; 4672, 4673. Would not recommend to proprietors any reduction of rate as it would reduce dividend. Cannot imagine any number of years in which deficiency would be made up; 4675–4678. Low fares on Great Southern and Western have never had a fair trial. Difficulty as to trying a reduction on part of a line. A reduction of fares would not be followed by a great increase of traffic, as there is nothing to induce travelling from town to town in Ireland; 4679–4682. New lines in progress in south of Ireland; others projected; declines to give an opinion as to motive for promoting new lines when old ones unremunerative; 4683–4685. Great passenger traffic to Killarney in summer time, though less than might be expected. The large hotel there, although terms reasonable, does not pay; 4686–4688. Gives quantity of butter sent between Cork and Dublin, and rates charged, also passenger fares between Cork and Limerick, Cork and Killarney, and Dublin to Kilkenny, and distances. Does not consider that many passengers are carried through to Killarney from London and North-western system; 4689–4694. Reasons why he thinks it doubtful whether there would be competition between Wexford and Dublin if a line were made to Waterford and Wexford; 4698–4701. Desirable that London and south of Ireland should be connected together; 4702, 4703. There would be no material saving in working expenses effected by amalgamation, the advantage would be greater convenience to the public; 4704–4711. All the engines and carriages are repaired in Dublin and Cork; does not repair those of other companies; 4712-4714. Within certain limits increase of passenger traffic might be worked without increasing rolling stock; 4715. Many lines are irretrievably ruined, as far as regards the public advantage, in the course of 10 or 15 years, and some of them in half that time, the rails and sleepers will have to be renewed. There is not a single line in south of Ireland whose capital is not irretrievably gone unless traffic of the country increases; 4716–4720. Corrects a mistake made by a previous witness as to saving effected in rate for coal by bringing railway in Dublin down to water side; 4721–4723. Majority of directors think that no reduction of rates could be made without ultimate loss; 4724–4726. Majority of shareholders Irish. The railway meetings are always in Dublin; 4727, 4728. Has a considerable fish traffic; it is carried in goods vans attached to passenger trains; is not an increasing traffic; goes principally to England. Gives through rates to England per cwt.; 4729–4733.

Statement alluded to by witness, of traffic on the Great Southern and Western Railway of Ireland from 1846 to 1864; *App.* AH. Explanation from Mr. Fishbourne in reference to certain statements made by witness; *App.* BC.

HAWKSHAW, MR. JOHN. (*Analysis of his Evidence.*)
Is a civil engineer in extensive practice; 14,398. Has seen the summary of Her Majesty's commands to the Commission; 14,399. Is not aware that companies charge unequal rates under similar circumstances; may be cases where it is proper and beneficial to public for a company to charge a lower rate in one direction than it does in another; reason which may induce companies

HAWKSHAW, MR. JOHN—*cont.*
to make such a difference; 14,400–14,406. Does not see why companies should not be left to deal with rates as they choose, so long as they keep within parliamentary maximum, or why there should be legislation for railway rates any more than for rates of cotton or anything else; object of companies is so to arrange rates as to secure the largest possible income; are in some cases prevented from doing so by extending their lines into unremunerative districts; if low rates will secure this, sooner or later low rates will be adopted; rates generally have been greatly reduced since railways first instituted; 14,407–14,411. 14,551, 14,552. Companies would be justified, if it appeared to them desirable, to take goods at half the rate from Fleetwood to Manchester that they take them from Liverpool to Manchester; 14,412. If a low rate is charged from Manchester to Fleetwood, does not see how company can be prohibited from charging more from Manchester to Preston. A person might take his ticket to Fleetwood and get out at Preston; would consider it an injustice if prevented doing so; company might run a train from Manchester to Fleetwood without stopping at Preston, say for 4*s.*, and then run another train from Manchester to Preston for 5*s.*; would be an anomaly, but there might be cases in which it would be worth while to do that without interests of public being damaged. In some cases companies carry a ton cheaper than they do in other instances; the law recognizes this principle in all Acts of Parliament; 14,413–14,422. Thinks interests of public and railway companies coincide with respect to charges made; are not always identical in particular localities; 14,423–14,425. Average cost of conveyance of a train per mile in round numbers about 2*s.* 6*d.* per mile; in special cases there would be a great departure from the average; would be too little for passenger traffic and too much for mineral; average only fit for generalization; 14,426–14,429. 14,450–14,463. Difference between cost of a passenger train and goods train depends entirely upon speed; cost of passenger trains varies in some degree with length of train; adding one more carriage to a train of ten would increase cost by about one-fifteenth, in addition to wear and tear of carriages and injury to road; subtraction of a carriage would of course diminish cost in same proportion. By adding a single carriage to an engine the increase in cost would be very slight; does not know what cost would be; how cost of running a train ascertained. Railway accounts are so kept that it could be ascertained what proportion ought to be attributable to cost of running a goods train and a passenger train; cannot tell proportion of permanent way; 14,430–14,437, 14,440–14,445. Companies have a rule by which they charge each other for use of carriages and waggons; 14,438, 14,439. Accounts in some measure for discrepancies in rates from certain places; 14,446–14,449. When one company works the line of another an arrangement is often made for so much per train mile; does not know sum usually agreed upon; very few cases where one company works the line of another upon an average rate; 14,464, 14,465. No better remedy is required than at present exists for settling disputes respecting terminal charges; mentions a case where county court judge decided matter at once; how difficulty that in county court a person cannot sue for more than 50*l.* could be met; 14,466. 14,478–14,480. Why a maximum terminal charge could not be fixed. What terminal services include. Why London terminal should be higher; 14,467–14,477. 14,491–14,494. No objection to terminal being published; amount of labour varies enormously; would be a long list; 14,481, 14,482. Sees no objection to insertion of a clause in every future railway Act to same effect as that inserted in North Staffordshire Act; 14,483. Law by which terminals are regulated; thinks the word "reasonable" in the clause is as expressive a word as you can have; interpretation of this word; as to what tribunal would best decide whether sum charged was reasonable; discussion as to whether appeal should be allowed; 14,484–14,488. 14,498–14,505. Terminal charge adopted by clearing house agrees with what companies charge; does not quite agree with what it costs companies, as they all get a profit out of it; 14,489, 14,490. No allegation of favour being shown to large traders at the expense of small; on matters of terminals affecting any important trade, traders would combine and try question; 14,506. In all cases where companies are carrying for great distances at very low rates, they must first of all take off terminals in order fairly to apportion the receipts between the different companies; 14,507–14,509. Cost of conveyance could be reduced if continental system of restricting number of trains and the construction of railways were adopted;

HAWKSHAW, MR. JOHN—*cont.*

would not be for convenience of public; does not think English travellers, in consideration of being carried at considerably lower fares, would consent to have only half the number of trains a day. Continental system applies almost as much to goods trains as to passenger trains; 14,510–14,515. 14,523. 14,548. 14,550. Gives number of trains run between certain places on continent and in England; cannot give the average number of passengers in each case; 14,516–14,520. Having a small number of trains per day at lower charges is much the same thing as an excursion train; profit on excursion trains sometimes greater than on ordinary trains; 14,521, 14,522. With regard to ordinary passenger trains companies have not only to provide for maximum, but that maximum diminished by having an extra number of trains; 14,524. If there were no competing lines country would be deprived of an enormous amount of railway accommodation; considers country has gained treble as much as the railway companies. Lancashire and Yorkshire railway has benefited district more than its proprietary; would be a great folly to adopt continental system; 14,525–14,529. Reducing number of carriages by each train would involve the changing of carriages, which passengers would object to. Describes the inconvenience on the Belgian railways; 14,530–14,535. Thinks that, so long as public have such frequent starting of trains and convenience of retaining the seats when transferred from one line to another, there is very little hope of a large reduction in the cost of conveyance; fares have been reducing more or less for last 20 years; reduction will continue so long as companies find it pays. Thinks companies are too apt to look at gross receipts and large returns without reference to profit; 14,536–14,540. Why wants of public are more attended to in this country than abroad; 14,541–14,544. Foreign railway fares rather lower than English. Expenses of French railways lower, Russian higher. Cost of fuel rather less in England than in France; 14,545–14,547. 14,549. Labouring classes have sufficient facilities afforded to them to travel. When a company can acquire a third-class traffic it is their interest to do so, and they always do it. Third-class carriages are not generally attached to express trains. Companies will attach them to all trains where they are likely to be productive of benefit. Is not aware that impression exists that people now travel second-class who would travel third if third-class carriages were provided; are cases where companies would not like to have them attached. Third-class passengers usually only travel short distances; they delay the trains; 14,553–14,559. Unless fares are low people will not travel by railway for short distances; 14,560–14,561. Why witness is strongly averse to railways being property of Government; 14,562–14,564. Is of opinion that if Government were to lease the railways to companies or individuals, it would lead to very lamentable consequences; mentions some of the evils which would arise therefrom. Thinks leaseholders would be much more troublesome than shareholders, and more indifferent and careless about management of railways. Points out that if lessees were to have the right of using line at a given rent, Government would require, in many respects, a staff as large as present staff of companies to look after lines; is not possible to make a provision for adequate maintenance of lines in terms of a lease; difficulty that occurred in the case of Lancashire and Yorkshire railway; 14,565–14,574. 14,579–14,586. Government now could borrow money upon better terms than railway companies, but if they had to borrow two or three hundred millions the rate of interest would be higher than it is now; might be some slight advantage, but not sufficient to make it worth the while of the Government to trouble itself with the management of all the railways; 14,575–14,578. Has not read the evidence of Mr. Bidder, in which he suggests securities to keep the property from being injured; mentions cases where plan has been tried and failed; 14,587–14,591. No general measures are required to facilitate traffic between different companies; running of through carriages carried quite as far as it prudently can be; is the case also with respect to the through-booking of goods; 14,592–14,594. Thinks amalgamations in the first instance took place from the opinion that it would stop the construction of competing lines. Would have railways like cotton factories, open to be made by parties willing to make them, provided that regard be had to the way in which they intersect or deal with property. Would require proof that they were wanted. Would not allow any opposition further than might be necessary to elicit the facts which bear upon it. Would treat all applications for railways as *bonâ fide*; believes that

HAWKSHAW, MR. JOHN—*cont.*

result of applications will not exceed, generally speaking, the necessities of the case; 14,595–14,602. 14,652–14,657. Parliament compels parties who have obtained powers to make a new line, to deposit a certain sum until considerable progress has been made with the work; no practical good would result from impounding it until railway completed. Is not aware of any railway for which a bill has been passed not being ultimately constructed; it may have been delayed; 14,603–14,611. Thinks amalgamations in England have nearly reached their limits; have been of advantage to the public; would be equally beneficial if many of the small Irish companies were amalgamated; has not considered what has prevented them; 14,612–14,617. Establishing a communication between passengers and guard a difficult question; company could only authorize guard, in case of being signalled, to find out the person who had called him, which he could not do unless he risked his life by walking along the side of the carriages; would be very dangerous if passengers had the power to stop the train; are some cases when a communication would be advantageous; would entail having another guard; 14,618–14,628. Would be a much more effective mode of meeting case if narrow gauge lines in England had the same sort of carriages as are in use on the continent; describes a carriage in use in Russia which is more comfortable and safer; Russian gauge practically same as English; could put it upon the North-western; would be no danger of their touching the sides of the tunnels; no reason why they should not be adopted on every line; will supply a drawing of it to the Commission; 14,629–14,635. Land has greatly improved in value by having railway communication. Cannot give any idea as to extent which improvement reaches on each side of railway; would depend upon certain circumstances. Has heard that value of land, quarries, and buildings has increased from 10 to 15 per cent.; have been cases where property has been injured; 14,636–14,646. Did not see Railway Companies Bill of last session, which was withdrawn by the Government; 14,647. Does not think time has arrived for altering maximum rates. Considers that fixing a minimum rate would be more absurd than fixing a maximum; would rather recommend the striking out of all rates and leave them to the companies; such a change would not alter value of railway property; as regards the public, would have a salutary effect; believes that in the course of three or four years all the existing railways will be so much choked with traffic that railways will have to be made to carry passengers only; 14,648–14,651. Will not be for the public interest to place any restrictions upon the construction of railways, as by so doing money would be invested in other countries which would otherwise be invested here; 14,658–14,661.

Plan given in by witness, of first-class carriage in use on Russian railways; *App.* CJ.

HEAVY GOODS:

Excessive rates upon carriage of, to Liverpool; *Clark* 30–34. If Irish Great Northern and Western Company could send heavy goods at ½*d.* per ton per mile, they could compete successfully with the boats; *Earl of Lucan* 3033.

HEMANS, MR. GEORGE WILLOUGHBY. (*Analysis of his Evidence.*)

Is a civil engineer, and has been for 25 years engaged in construction of railways in Ireland. Enumerates the lines; 3760–3762. Irish gauge an impediment to working lines economically. Advantages of traffic as great as in England. Carriages accommodate four abreast, same as on English narrow gauge, although much heavier. An advantage in constructing locomotives; 3764–3766. 3780, 3781. English narrow gauge preferable. Impossible now to alter Irish gauge; 3767–3769. Expense of working greater, increased by cost of coal and dead weights. Rolling stock also dearer. Cost of running a train per mile not quite so much in Ireland as in England. Irish gauge does not make much difference in the construction of a line; 3770–3775. Cost of carrying a given number of passengers or goods rather greater upon an Irish than upon an English railway. If carriages were filled the working expenses would still be heavier in proportion to number of persons carried; 3776–3781. Few night trains diminishes cost of keeping up lines, wages, &c. being less. Cost of keeping up permanent way less in Ireland than in England. Goods trains are run at night; 3782–3788. In comparing working expenses on English with those on Irish lines not fair to take the English great lines, but branch lines made through thinly-peopled rural districts; 3789. On

HEMANS, MR. GEORGE WILLOUGHBY—*cont.*
Sundays a train is run morning and evening. Sunday trains do not pay on long lines; 3790, 3791. Gross traffic receipts on Irish lines appear stationary; 3792, 3793. 3827. A few years since hopes were entertained, which have not been realized, that there would be more prosperity in Irish lines; many railways were started, the contractors being paid principally in shares, thus throwing an immense amount of debt upon the lines; found extremely difficult to get contractors to take up the work upon these terms; discussion as to amount of money wasted; 3794–3811. Goods traffic has diminished, cause; 3812–3816. If rates were lower there would be more cattle traffic: grass-fed cattle are frequently walked 20 or 30 miles; 3817, 3818. If rates were reduced one-half there would be a temporary loss, but thinks in five or six years the present net revenue would be realized. Comparative cost of working lines proportionately less as carriages are better filled; at present they would take 50 per cent. more third-class passengers; 3819–3825. Dividends have decreased, reduction in some cases attributable to expense of renewing permanent way; 3826. 3828, 3829. Is of opinion that steamboat traffic across Irish channel is not in a satisfactory state; 3830. Amalgamation of small boards with larger companies would reduce fixed charge in favour of proprietors; small boards often act in an obstructive manner; 3831, 3832. Discussion as to how Ireland should be divided into districts in the event of amalgamation of railways; 3833–3839. States cause of nonpayment of dividend in some railways and reduction in others; 3840–3848. Points out how saving would be effected by amalgamation, discussion thereupon; 3849–3856. Gives reasons why he thinks no favour would be shown by railway companies either to amalgamation or purchasing lines. Holders of stock would be glad of any measure that would ensure them a modest dividend. Thinks when shareholders opposed amalgamation they must have been influenced by the directors; 3857–3860. Amalgamation, with protection from monopoly, and a large reduction in the rates, would be popular with shippers of goods and cattle; how temporary loss could be met. Barony rate could not be put on; illustration; 3861–3869. 3871–3874. 3899–3902. Landholders and agriculturists derive considerable advantage from construction of railways. Would not agree to bear temporary loss; general feeling that it should be borne by United Kingdom; under such arrangement $\frac{9}{10}$ths would be raised by Great Britain. Irish railways pay no passenger duty; 3870. 3875–3884. Some method should be devised of trying the experiment of reducing fares without sustaining a loss. Conditions upon which a guarantee fund might be raised; 3885–3887. Reasons why directors in Ireland object to amalgamations. Amalgamations numerous in England; 3888–3892. If Irish railways were amalgamated, and the country divided into three systems, thinks it would not be possible that working could be satisfactorily carried on by a few boards unless Government appointed a referee who should have full power to do justice to every line; 3893, 3894. Whole system could be vested in hands of one or two companies. Dublin should be the chief centre of railways, and at Belfast there should be another centre; 3897, 3898. Has not estimated what the effect would be of reducing rates 50 per cent.; thinks traffic would come gradually; at the end of 10 years the loss would probably recoup itself. After a time third-class passengers would use railway, second-class passengers would be induced to travel first class, to those who now travel first class the reduction would not be material; 3903–3911. Does not think third class would use railway unless fares were reduced one half; 3912. Increase of passengers would not add to working expenses, but until traffic doubled there would be a diminution in gross receipts; 3913–3916. Low charges will tend to gradual establishment of manufactories in Ireland, but merely as an agricultural country it would pay to reduce rates; 3917, 3918. In England low fares have led to considerable increase in passengers in agricultural districts. Want of money prevents Irish people using railways; 3919, 3920. Introduction of coal into centre of the country becomes more important every year. Has observed a tendency to discontinue use of turf. If coal was cheaper, and the empty cattle trucks returned laden with same, the consumption would increase; 3921, 3922. If railway companies make a large reduction in cattle rates, and bring back coal from Dublin for $\frac{1}{2}d.$ a ton per mile in the same trucks, it would pay in the end; 3923. Cannot tell the net receipts on Irish railways, or amount of capital invested; 3924, 3925. Turf cannot be used so economically for steam engines as coal; all attempts to compress

HEMANS, MR. GEORGE WILLOUGHBY—*cont.*
turf into a small compass have commercially failed; three times the bulk of coke or coal. By the time good turf is dug, dried, kept, and sent to market it is not a cheap article; only burned on railways to light the fires; is possible, if you get an engine established near a peat bog, to drive it with turf at a low rate; 3926–3932. Flax mills and cloth and woollen manufactories would be established if rates were reduced. Manufactories in England have been established near to where fuel is produced. A good deal of water power would come in aid of Irish manufactories; where there is large water power and auxiliary steam it ought to be able to compete with steam power. Thinks manufacturers in Ireland using water power could compete with English manufacturers using steam power; 3933–3937. One engine would not take more than 210 tons of coal. Gradients are equal if not superior to many of the leading lines in England; gives them upon certain lines; 3938–3948. Putting on powerful steamers by railway companies in connexion with Irish ports would be beneficial. The London and North-western is the only company that has power to expend capital in that way, and they had considerable difficulty in getting sanction of Parliament; 3949–3954. Railway companies participate in property of steamboats between Fleetwood and Belfast and between Morecambe and Belfast. Not so well managed as they would be in the hands of railway companies; 3955, 3956. If Great Western Company had power to put on steamers between Waterford and Milford, the service would be better. Does not know if they applied to Parliament for power to put on steamers; general impression that it is difficult to obtain such power. Shareholders can stop companies from embarking in such undertakings; 3957, 3958. 3985, 3986. Would introduce competition between railways and independent steam ship companies; private companies must either improve their accommodation or succumb. The Waterford Company, with their numerous fleet of steamers, and also the Dublin Company, would be able to hold their own against any railway companies' boats. Places to which Waterford Steam Company ply; 3959–3967. 3983, 3984. Not sufficient sea service between Waterford and Bristol, 3967, 3968. An efficient service similar to that which exists between Holyhead and Dublin would stimulate the export trade all over the country, 3969–3982. Would make steamboats between English and Irish ports a combination between English and Irish railways, so as to work together; 3970. In some cases it might be advantageous to lease Irish railways to English. Irish goods should be booked through in every direction to England; 3971. English companies should be able to put on steamers in connexion with Irish railways, so as not to give an exclusive monopoly to any one line; 3972. Might be profitable for a railway company to put on steamers when it would not pay a private company. Is not aware of any difficulty in the way of through rates between Waterford and Wales; 3973, 3974. Places where it would be advantageous to establish steamers in connexion with railways where they do not exist, or are insufficient; discussion thereon; 3975–3981. 3989–3992. 3994. Difficulties in way of companies indirectly establishing boat communication; 3993. Thinks Midland Company are only interested in the boats from Morecambe to Belfast; 3995, 3996. Would establish a system of through booking from every port in Ireland to every port in England. There is booking through Dublin and may be some in the north, there is some also by Waterford, but service is not good; 3997–3999. Passage from south of Ireland to Fishguard; 4000, 4001. Compares difference in point of time and distance, supposing there was a good sea service between Waterford and Milford, of a journey from London to south of Ireland with route by Holyhead and Dublin; 4002–4006. Could hardly expect boats of equal power and speed to those running between Kingston and Holyhead; 4007–4010. Further statement by witness regarding Irish railways; *App.* DP.

HILL, MR. EDWIN:
On an official inspection of railways, and the management of the traffic thereon, as a means of preventing accident and loss; *App.* BK.

HILL, MR. FREDERIC. (*Analysis of his Evidence.*)
Has been for the last 14 years assistant secretary to the Post Office; 7933, 7934. His attention has been directed to questions of railway management and legislation; 7935–7937. Explains difficulties in obtaining postal facilities, and the tendency on the part of arbitrators, if matters are referred to arbitration; 7938–7943.

HILL, MR. FREDERIC—*cont.*
Not obtaining reasonable terms very much diminishes use of railways. In Belgium and France a more frequent communication between town and town than in England. In France, unless special trains are required, State pays nothing for transmission of letters by railways; 7944. 7949. 7950. In some cases cheaper to send mail by horse and cart 7945. 7946. Has to pay more where trains are required to be run at certain hours; 7947, 7948. 8091, 8092. Parliament might compel new lines to carry the mails gratuitously; thinks service would be better performed by paying companies a remunerative price; 7952–7955. Difficulties in the way of Post Office availing itself of ordinary trains; mentions an instance where it had to pay very highly for sending a very light mail; 7956–7961. Impossible to substitute a fixed invariable payment for system of separate arrangement. In the case of new railways, a mail tariff, varying according to certain circumstances, might be introduced into the Act. Post Office have frequently represented to the Treasury the want of such a measure, and some years ago a Bill was prepared, giving Post Office power of sending mails at certain fixed charges, but in consequence of an intimation of a very strong opposition, the Bill was not proceeded with; 7962–7986. Desirable that State should become the proprietor of the railways; should not be purchased; a fixed dividend should be guaranteed to the shareholders, the risk (if any) should fall upon the State. Reason why witness thinks there would be no loss; the Government will gain other advantages. Such a price must be offered as would induce shareholders voluntarily to surrender their interests. Power should be given to the majority to bind the whole; 7987–8001. 8026–8028. Would put up line to competition, and let each railway upon lease, imposing certain conditions as to rates, &c.; permanent way should be left to leasing company; 8002–8005. Should be frequent inspection of line; 8006. Believes the rent would cover payments for debentures, and for ordinary shares. As the debentures fell in, Government would be able to reissue them on much more favourable terms; 8007–8010. Would be desirable to create a special small department for managing the railways. Government should buy them up gradually; 8011, 8012. If purchase by voluntary means only, does not follow that Government would become possessed of all the worthless lines, as they need not purchase unless they thought proper. Proprietors of improving railways would be willing to part with them at a given price. For what cases compulsory powers should be obtained; 8013–8017. 8097–8099. If Parliament thought any new line would benefit the country, they should sanction its construction; if it should be an injury to companies having a 21 or 30 years' lease, lessees would have claim to have rent re-considered; 8018–8022. 8036–8038. By witness's system the State and the proprietors would both gain; 8023–8025. In what way saving would be effected if State purchased the railways; 8029–8035. Thinks force of competition between those offering themselves as lessees would bring about a large reduction of the fares. Under present system effective railway competition impossible; 8039–8041. Puts in paper headed "Summary of opinions held on the subject of railways;" 8042. No essential difference between an annuity payable to a body of railway proprietors, and one payable to ordinary holders of consols; effect that Government borrowing money or paying annuities at higher rates of interest would have upon consols. Discussion upon the creation of these annuities; 8043–8067. No term of lease should be fixed. How packet tenders are framed. Thinks there is an analogy between entering into a contract for the conveyance of mails, and one for the entire use of a railway; discussion thereupon; 8068–8079. 8190, 8191. Lessees should have power to select their own officers, even though the railway were only let for one year; 8080–8082. Government should prescribe the trains to be run, but should reserve to themselves the power of preventing lessees of one railway throwing unnecessary obstacles in the way of the working of an adjoining one; 8083–8090. 8093. Would lease out each separate line as it was surrendered. Thinks that all the railways will gradually become the property of the State; 8094–8096. Believes lessees would be men of more administrative ability than present boards of directors. Has observed a tendency recently of private enterprise changing to joint stock companies; in many cases boards of directors of such companies will manage better than boards of railway companies; mentions the cases of Mudie's Library and Dillon and Co., where the existing management has been retained, and become the nucleus of the company; 8100–8110. If a particular railway were ably managed, lessees would be glad to retain manager. Very probable that managers themselves would become lessees, provided they could give security that terms of lease would be acted upon; discussion as to the security that should be required; 8111–8123. 8131. Would not allow lessee any per-centage upon his rent for profit and risk; 8124–8130. Upon termination of lease, or at any intermediate time, if either party desire it, the whole property should be assessed, and any falling off made good by a money payment. How to guard against insolvent companies undertaking a lease. Lowest tender not the only thing to be considered. Thinks political bias would not influence the contracts; not the case in Belgium and France; 8132–8143. Advantages that would arise if Government were to take possession of the railways. Is not for the advantage of the public to make as many railways as can be made; cases in which competing lines are an advantage, and the reverse; mentions two instances in which lines have been unnecessarily multiplied; discussion as to whether such lines should be sanctioned by Parliament; 8144–8177. Great difference in the railway communication if State had purchased the railways 20 years ago; 8178. Discusses question as to whether it would be expedient to have one line for passengers and another for goods; 8179–8189. Power of lessee to make engagements with third parties would cease with his own term; all engagements extending beyond must have the sanction of Government; 8192–8196. Reasons why securities against accidents, assaults, robberies, want of punctuality, and irregularities should be provided for in the terms of the lease and not by Act of Parliament; 8197–8209. Amount paid to vessels carrying mails depends upon the penalties imposed; 8210–8214. Adjusting the working of different railways so as to make trains of every line coincide at terminal points with those of neighbouring lines would be done better in a lease than by Act of Parliament. Believes that in many cases the want of correspondence is intentional; 8211–8220. Government might find it beneficial to have only one gauge; would have to pay for the alteration, but if traffic largely increased it would tell upon the rent. Could not be altered without Government interference. Broad gauge only exists in a very limited district. If profitable to Government to change gauge, not necessarily so to Great Western Company. Mixed gauge upon that line must be very inconvenient; 8221–8231. Question whether it is sound commercial policy for State to purchase railway property at more than its market value; 8232–8240. Would propose a moderate tariff for the conveyance of the mails, reserving the power as now of requiring trains at certain times and at a certain speed; 8241–8245. Post Office worked at considerable profit. Can have every facility by paying for it. Under a lease very much greater facilities could be obtained for a moderate additional payment. Post Office makes a profit in spite of railway system; would not greatly exceed its means if there were no railways. Pays more per ton per mile than was paid formerly to old coach proprietors; work is done now cheaper by stage coach and mail carts than by railways; 8246–8253. If scheme carried out there would be greater competition between railways and canals; might seriously injure the proprietors. Discussion as to whether this would not be a great hardship. Government would take over every collateral obligation which railways would be under with respect to the canals; 8254–8262. Is not aware that in Austria and Italy the Governments have sold all the railways; not bound to follow their example. The French Government have not sold theirs; 8263–8267.

HOLLAND:
Memoranda as to the assistance given by the Government of, to the railways in that country; *App.* DK.

HOLLINS, MR. MICHAEL DAINTRY. (*Analysis of his Evidence.*)
Is senior partner in the firms of Minton & Co., china and earthenware manufacturers, and Minton, Hollins, & Co., encaustic tile manufacturers, at Stoke-upon-Trent, and has been chairman of Staffordshire Potteries Chamber of Commerce (entirely consisting of china and earthenware manufacturers) since its formation in 1851; 11,270–11,272. Is present to speak on behalf of chamber, and as representing potteries district. Puts in preliminary statement as to evidence witness is prepared to give; 11,273, 11,274. Complains of the high rates in comparison to those in other districts for similar goods; 11,275. Hands in table showing rates per ton and mileage rates charged by North Staffordshire railway

HOLLINS, MR. MICHAEL DAINTRY—*cont.*
when they complete the contract, and those charged when goods go a certain distance on other lines, which shows that rates charged by that railway are considerably above maximum allowed by their Act; for instance, maximum Parliamentary rates from Stoke to Congleton would be 3*s.*, instead of 7*s.* 6*d.* as charged: supposes difference would be for terminals. Table also shows that the further goods go on foreign lines the less the mileage rate becomes. North Staffordshire Company say that great proportion of sum charged is for terminals; explanation not satisfactory, because it shows that by increasing terminals companies can charge what they please; 11,276–11,282. Gets a through-rate to all stations mentioned in table; rates given include collection and delivery within a mile from station; no difference made when company does not collect or deliver. States nature of goods sent and value per yard. Companies responsible for serious damage, but witness has never made any claim; 11,283–11,291. Puts in table prepared by North Staffordshire Company explanatory of table previously presented, which shows that they charge 4*s.* for terminals and other companies 4*s.*, making a total of 8*s.* from majority of places; in some cases North Staffordshire Company take 8*s.* for terminals; to London the terminal charge is 12*s.* 6*d.* Points out that according to this table, rate, after deducting terminals, from Stoke to Macclesfield (20 miles) is 4*d.*, whereas to Burton (29 miles) it is given as 4*s.* 4*d.*, to Norton Bridge (11 miles) 6*d.*, and to Crewe (14 miles) 3½*d.* Argues from this that public have no guarantee by rates put down in any Act of Parliament, what charges will be per ton per mile; 11,292–11,295. Obliged to make special application to companies before making a contract; such a course detrimental to trade of country. Terminals might be abolished and a fixed rate per ton per mile instituted; would not do away with competition in such cases as where there are two routes of unequal length to same place, as companies should have power to go below maximum. Would prefer compulsory through-booking and a fixed terminal; 11,296–11,302. 11,358–11,360. 11,366, 11,367. Reason why preferential rates should not be permitted; if fares were regulated by shortest route they would be less objectionable. Companies should not be allowed to charge a less sum between two places than they charge between one of those places and a place intermediate to the other, and if they carried goods on one portion of line for one trader, they should be compelled to carry like goods at same rate for other traders. Mentions that London and North-western book passengers from Crewe to Shrewsbury at less rate than from Crewe to Stafford; will not allow passengers to take tickets for Shrewsbury and give them up at Stafford; 11,303–11,308. Would compel companies running long distances, where there is sea competition at low rates (London to Edinburgh or Newcastle to London) to carry short distances on same line at same mileage rate. Possible that companies might then give up the low rate traffic, and still continue the high rates for short distances; in such a case, vessels then having no competition would probably raise their rates. Would rather companies should charge maximum rates, than charge differential rates arbitrarily. Quotes rates from certain places to London, in order to show that rates are not in accordance with distance. Discussion as to whether public are injured by differential rates; 11,309–11,318. 11,329–11,331. 11,335. 11,361–11,363. In some cases if maximum rates were charged, traffic would go by sea. In Staffordshire, for want of competition, the rates are high. Before London and North-western railway was finished, charge for earthenware from Staffordshire to London was three guineas per ton; is now 30*s.* Rates from Liverpool remain the same, although they have canal communication. North Staffordshire railway have bought the Trent and Mersey canal; they impose high tolls by railway up to junction at Crewe, in order to drive traffic on the canal. High rates are brought up by heavy terminals; no terminals on the canal. Quotes rates charged for clay by London and North-western from Birkenhead to Crewe, and those charged by North Staffordshire railway from Crewe to Stoke. Gives value per ton of clay and flint; 11,319-11,328. 11,334. Thinks it would benefit the public as well as the manufacturer, if every manufacturer had two companies to treat with, to ensure competition, and keep rates fair and reasonable. How the four attempts made to introduce competing lines into Staffordshire have been defeated. Bills have passed the Committee of the House of Commons three times. Does not at present intend to renew the attempt. If either line had passed, grievances complained of would have been remedied. Public get the benefit of the Newcastle low rate; Staffordshire potteries cannot compete with manufacturers there; 11,336–11,338. 11,341–11,346. 11,362. 11,353. 11,355. 11,356. 11,387. Reason why North Staffordshire terms offering to reduce rates if a certain competing line were withdrawn were accepted; 11,339, 11,340. Thinks that, inasmuch as certain large railways enjoy a sort of Parliamentary protection, they should be under Government control; 11,347-11,354. Would put all railways under a Government Board; mentions certain regulations the Board should make for safety and convenience of the public; would subject railways to this control without giving them compensation. Discussion as to whether companies should not have power to reduce maximum over one portion without being compelled to reduce over whole system, and also as to whether a reduced mileage rate might not be given to the large trader; 11,364–11,376. Reason why it would not be unfair to Newcastle potteries if rates were reduced; 11,377–11,379. Would have uniform mileage rates for passengers as well as for goods; witness contends that companies should charge same rates over whole system, although a certain rate that would pay in a densely populated district would not in a thinly peopled agricultural one; 11,380–11,386. Does not doubt but that Parliamentary Committees on railways are actuated by a variety of principles in the decisions they come to; their duties would be equally well performed by a Government Board, and at far less cost. Enormous sums spent by companies in "protecting their interests." Parliament might not be willing to delegate its authority to another tribunal; 11,388–11,390. 11,396, 11,397. Contests might be shortened and difficulties lessened if there were some previous inquiry to determine what opposition ought to be heard. Would not exclude opposition if they could show some real and clear grounds beyond that of loss of traffic. Large companies would object to any tribunal short of the highest tribunal of appeal; if Court constituted would not be inclined to allow any appeal from its decision; 11,391–11,395. Delivers in table of tolls charged by various canal companies between London and Staffordshire Potteries, which shows that while canal companies to the south have largely reduced their tolls, owing to competition of the London and North-western railway, the Trent and Mersey Canal Company have made no reduction; 11,398.

HOWARD, MESSRS. J. AND F.:
Statement of Messrs. J. and F. Howard, of Britannia Iron Works, Bedford, as to irregularities of rates and other railway grievances; *App.* X.

HUISH, CAPTAIN MARK. (*Analysis of his Evidence.*)
Was for 18 years general manager of London and North-western railway; 15,850. Course pursued by Parliament when railways first established. Competition now the rule; is encouraged by Legislature; salutary to the public; necessarily brings down prices, but in long run will not be prejudicial to companies. Competition has largely increased by extension and operation of running powers; companies have found it better to grant them than run the risk of competing lines being made; cannot be too largely encouraged. Believes that under proper regulations companies may safely run over each others lines, whether single or double; 15,851–15,853. 15,877. Does not consider punctuality in arrival and departure of trains an essential element of safety, or would deprecate running powers; is only a secondary consideration; will be necessarily more delay in the case of single lines. Explains how safety produced, and why public would be as safe with three or four companies as with one; 15,854–15,856. Mentions that Dublin and Meath and Dublin and Drogheda Railway Companies, the one owning the line, and the other running over a single line, both compete for same traffic; operation injurious to themselves, but no difficulty or danger to public; 15,857. More difficult to effect repairs on a single line, but does not lead to danger; expense much greater in proportion than a double line; 15,858, 15,859. Owners of a line granting running powers are remunerated by arbitration tolls; why this is a fair way; parliamentary tolls would be too high; would do very well for short lengths. Running powers would be futile if owners of line did not grant use of stations and watering places; 15,860–15,864. 15,866, 15,867. Companies which have exchanged running powers on each others lines; 15,865. Rules laid down by arbitrators to prevent interruption to traffic on owners' lines. Case where Parliament would have to grant a second line; thinks that before very long passenger lines and goods lines will be totally

HUISH, CAPTAIN MARK—*cont.*

distinct; 15,868, 15,869. Course pursued by Midland Company before Hitchin line opened; 15,870. Why making new line into London by Midland is to their interest as well as to interest of public; 15,871, 15,872. Between London and Redhill lines used by two companies, but although part of line quadrupled, traffic is getting crowded; 15,873–15,875. Running powers are more frequently exercised now by mutual agreements than by authority under Act of Parliament; 15,876. Nothing to prevent a combination between Great Western and North-western between South Staffordshire and London. Means of communication between London, Manchester, and Liverpool. Companies endeavour to maintain a standard of rates; is broken every day. Railways opened to these places have produced lower rates to public; why rates never go back to old standard; competition has not tended to reduce rates to intermediate towns on lines where no competition exists; its effect necessarily limited; reason why competition arising upon same line would not apply to every town on that line; 15,878–15,883. 15,889–15,896. Rates throughout kingdom are considerably under parliamentary tolls. A competing line is frequently bought off by original company; 15,884–15,888. Discussion as to whether it would be advisable for Parliament to establish any general restriction as to running powers; 15,897–15,903. Does not know of a single case where amalgamation has not benefited company and the public; mentions some of the benefits. Why it is questionable whether large companies should be amalgamated with each other; small lines should amalgamate with large companies. Parliament has been rather jealous of amalgamating parallel lines, or any of the great systems. London and North-western tried to amalgamate with Sheffield Company; Lancashire and Yorkshire were allowed to amalgamate with the East Lancashire. Public are opposed to amalgamations; are not good judges; cannot find any reason against amalgamation; 15,904–15,916. Canals and railways should be kept distinct; amalgamation has not saved canals for use of public. Andover Canal has fallen into disuse. Grand Canal still pays a small dividend, and their traffic has increased. Lancaster Canal is the only one with which the London and North-western have any connexion; 15,917–15,923. Uniform rates would be destructive to competition. Policy of railway companies to equalize rates to the ports and thus fight them against each other. Why Liverpool traders consider themselves unfairly treated; 15,924–15,928. Is surprised that there are not more accidents by railway. Power should be given to Board of Trade to make regulations for safety of public; should be a perpetual system of inspection; would not then release companies from their liability to make compensation for accidents, or reduce the amount; companies not keeping up lines is one source of danger. How inspection should be carried out; would not prevent accidents occurring; discussion thereupon. Where running powers are encouraged there should be a recognized code of railway regulations; 15,929–15,933. 15,954–15,963. Inconvenience and danger from companies adopting different signals; would be no difficulty in establishing a uniform system. Cannot call to mind any accident arising from this cause; 15,934–15,953. Terminal charges are not quite recognized by Parliament. Sum charged for loading or unloading must be regulated by the circumstances of the case. What terminal charge includes; must vary where it includes delivery of goods; are so many conflicting elements of charge that it is impossible to lay down a standard of rule. Is only a small wharfage charge for coal. Thinks Burton brewers do not pay terminals. Upon long lines total rate including terminals are under parliamentary maximum; upon short distances the terminals are overwhelming. Towns where there is no competition are obliged to pay maximum railway charge, and whatever company thinks reasonable in addition; if rates are very high traffic will not go. Is aware that great dissatisfaction is caused by allowing companies to make what they think proper to call a reasonable charge; could only meet this dissatisfaction by letting loose more competition; 15,964–15,977. 15,984–15,987. Thinks a maximum terminal of general application would be an injustice either to public or companies. If scale of terminal charges were established it must vary according to circumstances. Board of Trade should not be called in to settle amount of terminal. Remedy traders should try if dissatisfied with charge; 15,978–15,982. If companies were called upon to publish terminals, it would be very troublesome, and easily evaded. Not necessary that trader should know how charge made up; 15,983. 15,988, 15,989. Discussion as to whether there would be any difficulty in arriving at a

HUISH, CAPTAIN MARK—*cont.*

practical interpretation of the word "reasonable;" might ascertain cost to companies, and then add a per-centage for profit; 15,990–15,998. Would be almost afraid to recommend appeal to the Board of Trade to appoint an arbitrator to decide, whose decision should be final; thinks companies would rather go to a court of law; county court not expensive, but company could appeal from its decision; 15,599–16,002. A recognized scale of terminals is now in use at the clearing house; were not fixed with reference to public, but merely as a convenient mode of dividing traffic. Has given satisfaction to companies; has been no change made. For different descriptions of goods there are different terminals; 16,003–16,010. In what way witness's attention has been called to Irish railways; 16,011, 16,012. In Ireland rates very high, speed very low, trains very few, and remuneration to proprietors very small. Not many of the small railways worked by the large ones. Are a great number of independent companies. The total weekly receipts of the 56 railways, with a staff of 461 directors, and upwards of 50 managers, 50 secretaries, 50 locomotive superintendents, and 50 of every other description of officer, are only equivalent to two days and a half receipts on London and North-western. Capital expended by these railways about half of that railway. Would recommend that whole of Irish railways should be amalgamated into three or four groups, viz., northern, central, southern, and eastern; benefits that would result therefrom. Would be collision between the ports if fusion took place, but general benefit would counterbalance this objection. Irish directors and proprietors would oppose any such scheme, but popular opinion would sooner or later carry it; 16,013–16,019. 16,036–16,038. 16,068–16,073. 16,082–16,085. Nothing to prevent voluntary amalgamation in Ireland; cannot account for its not taking place; the advantages would be much greater than in England, and facilities for so doing greater. Public opinion in Ireland is not strong enough to overbear private interests. Proprietors of Irish railways would be in favour of very extended amalgamation in their country; 16,020–16,027. If Commission or Legislature recommended something of the kind suggested they might couple it with some boon. Would be perfectly safe for Government to lend them money upon their debentures at low rates, upon condition that rates to public were reduced; if reduction not remunerative. Government security would be reduced; 16,028, 16,029. 16,055–16,058. Irish rates for passengers and goods are very high. Charges are high and trains few on Great Southern and Western; what lines this railway would take in if witness's scheme carried out; is a well managed railway; they should run more trains; 16,030–16,035. 16,039–16,042. If witness were an Irish director, would not be disposed to recommend a reduction of rates if railway were paying 5 per cent. dividend, as on Great Southern and Western; but if there were large amalgamations and security against rivals would recommend experiment to be tried. Scheme suggested would enable existing corporations to complete their systems; would reduce expense 25 or 30 per cent., and by enabling companies to make a reduction to the public, draw out traffic. Failure of Irish railways is owing to their having been made through districts where there is no traffic to feed them; 16,043–16,049. Only way of obtaining a reduction of fares in England is by competition; same method would not do in Ireland; thinks that if railways were amalgamated, company would reduce rates; 16,050–16,053. Many of the Irish railways pay nothing whatever; one or two sold up; 16,054. Thinks that a recommendation either from this Commission or from Board of Trade to the shareholders in Irish railways, pointing out that it was their interest to amalgamate would be concurred in, even without any pecuniary inducement being offered; 16,059–16,063. Is averse to Government purchasing these railways; if they did, and then leased them to a joint stock company, they would take the risk and lessees the profit; 16,064–16,067. Believes that the formation of a company in this country to purchase whole of Irish railways, to supersede the present management, and conduct them upon principles found to succeed in this country, would be strongly objected to by the present proprietors. Would be sorry to see the railways taken out of Irishmen's hands, as there are some very good railway managers in Ireland. Thinks directors are not acting in interests of proprietors; 16,074–16,076. Would answer to run a greater number of trains in Ireland. Mentions expense incurred in going from Dublin to Belfast; are three railways; all pay 4½ per cent.; might pay more; 16,077–16,080. Difficulty imported into witness's scheme by recent legislation; 16,081.

HULL:

Injury to, by diversion of traffic to suit docks owned by railway companies elsewhere; *Atkinson* 881, 882, 946–961. Statement in reply to this, intended to show that public benefit resulted from this diversion; *Cawkwell* 11,526–11,530. No competition since 1854; *Atkinson* 883. Agreements between railway companies prejudicially affecting town; *ib.* 918–927. Dock dues at, rather high; *ib.* 962–964.

Answer to various complaints from Hull regarding North-eastern and Lancashire and Yorkshire Companies; *O'Brien* 11,961 *et seq.*; *Smithells* 12,983–12,985.

Justification of course pursued by North-eastern Company with respect to rates, as compared to other ports; *Harrison* 15,169 *et seq.*; *Sherriff* 16,298. Even in Hull great difference of opinion prevails on the subject; *Harrison* 15,185.

Declared real value of total exports from port of, in 1863; *App.* B.

See also NORTH-EASTERN RAILWAY. O'BRIEN. RATES AND CHARGES, &c., 5. SMITHELLS.

HUTCHINSON, MR. JOHN BATEMAN. (*Analysis of his Evidence.*)

Is a wholesale tea dealer and hop merchant; attends on behalf of the Nottinghamshire and Midland Merchants and Trades Association for the Protection of Trade, organized to take up questions of a nature which would come before a Chamber of Commerce, only more confined to tradesmen than to merchants; association has about 800 members; operations are confined to midland counties; 9716–9721. Complains that rates are not in accordance with distance; gives illustrations showing difference made in the case of grain, and advantages that were given to the millers of Newark; thinks it was to encourage them to send goods by railway instead of by water, as well as to coax traffic from a distance; 9722–9729. Rates are lower for imported grain, probably because companies may have an interest in docks at Hartlepool or Newcastle; 9730–9734. No change made in the rates since Hartlepool line handed over to North-eastern; does not know whether the docks belong to railway company; 9735–9740. Complains that goods in same classification are charged different rates to different towns; instances canary seed, flour, and sugar; there being water competition by Grand Junction Canal from Hull, may probably make some difference. States arrangement entered into between this canal and Midland and Great Northern Railway Company; 9741–9756. Great want of traffic accommodation; gives illustrations showing delay in the delivery of goods; in one instance they could have been carted quicker; 9757–9767. Mentions case of a dealer whose trucks remained empty three or four days in the yard before they were despatched to the pits, or remained three or four days at the yard upon the arrival from the pits before he can get at them to unload them. Company charge demurrage if their own trucks are detained an unreasonable time, but make no allowance for detaining those of dealers. In consequence of want of room Midland Company allow only nine of the large coal dealers to bring coal into the yard; a year ago there were about sixty; is good accommodation for the nine; has known no such instance in other trades; reduction in number accommodated has tended to increase price of coal. No accommodation given to small dealers; must make a contract with one of the nine large dealers; 9768–9777. 9786–9790. One coal dealer refused to pay demurrage because, although trucks had been forwarded from pits, they were not placed on his siding so that they could be unloaded; in consequence of refusal, notice was sent to all the coal owners with whom he did business directing them to send no more coals to wharf; had eventually to pay the company their demands; 9778–9785. Reason why no difference made with regard to water communication between large and small dealers. Trent Navigation charge a tonnage on the boat, whether full or empty; 9791–9796. Why the larger dealers are enabled to carry at rather lower rates; 9797–9802. Practice on the canal is more convenient, as they charge so much per ton by the boat, making no difference whether there is one ton or ten. The boats on Grand Junction Canal are the property of the canal company; 9803–9806. With exception of millers at Newark and coal owners at Nottingham, does not think that particular firms are favoured; 9807, 9808. Thinks companies should be compelled to confine themselves to their legitimate places of traffic; would suggest that there should be a uniform mileage rate, with certain exceptions, as for instance, where lines do not go direct or there is very little traffic; 9809–9817.

I.

IMPROVED AXLE BOX:

By means of Mr. Adams's newly invented axle box trains can pass round sharp curves at high speed with perfect safety; *Harrison* 15,395–15,397.

IMPROVEMENT OF PROPERTY NEAR RAILWAYS. *See* LAND, INCREASED VALUE OF.

INCOME TAX:

If Government purchased Irish railways and lost unexpectedly in consequence, an Irish income tax might fairly be laid on to indemnify them; *Fox* 6720.

INCREASE OF TRAFFIC:

Witness believes that in the course of three or four years railways will be so choked with traffic that the leading ones will require a distinct line for passengers only; *Hawkshaw* 14,651.

INSPECTION OF RAILWAYS:

Systematic Government inspection undesirable, as it would take responsibility off companies, and probably tend to make them less careful. By means of strict daily inspection the permanent way of railways in England is kept in the most perfect repair; companies could not afford to let it get out of order; *Cawkwell* 11,695–11,704.

On an official inspection of railways, and the management of the traffic thereon, as a means of preventing accidents and loss; by Mr. Edwin Hill; *App.* BK.

INSURANCE. *See* COMPENSATION FOR ACCIDENTS.

INSURANCE OF GOODS:

Complaint of excessive rates of; *Nicholson* 8781; and that certain goods, if insured, are charged in too high a class; *ib.* 8848–8856. Insurance being excessive, a separate rate should be given to freighters who desire to send goods at their own risk; *Perry, T.* 10,611, 10612. Silk takes a high terminal charge as a set-off against risk; *O'Brien* 12,218–12,221.

When usual time of delivery exceeded, or in case of culpable damage, company (Great Northern) consider themselves liable: *Clarke* 12,629–12,630.

INTERCHANGE OF TRAFFIC:

1. *Correspondence in Trains.*
2. *Through-Booking, Rates, and Fares.*
3. *Through-Booking, Ireland.*

1. *Correspondence in Trains:*

Better arrangements for, should be enforced; *Hill* 2815–2820.

Explanations as to want of correspondence between North-western and Midland trains at Market Harborough, Northampton, Leicester, &c.; new arrangements in progress; *Cawkwell* 11,727–11,733; *Allport* 14,421. Answer to similar complaints as to Bedford; *Cawkwell* 11,746–11,754.

Correspondence in trains at junctions is very difficult to accomplish; *Grierson* 11,796. As regards the larger companies, at any rate there is no foundation for the prevalent opinion that mutual jealousies prevent proper correspondence; *Allport* 12,422–12,426. 12,434. Companies endeavour to accommodate the greater number, and make the best provision for the larger traffic; *ib.* 14,427, 14,428. As regards the Midland Company, witness can state emphatically that the trains are timed solely with reference to the public convenience; *ib.* 12,433. Obstruction may be practised by some of the smaller companies, but not by the larger ones now; *ib.* 12,434.

Statement by the Rev. J. Field as to want of correspondence of trains on different lines in the midland counties; *App.* Q.

2. *Through Booking, Rates, and Fares:*

Through rates on Grand Trunk line of Canada are in some cases 30 or 40 per cent. lower than usual rate; *Brydges* 5416–5419.

Through rates should, where necessary, be compellable; principles upon which they should be established and conducted; *Lees* 9378 *et seq.*

Through-booking between all the principal places is only a question of time; *Grierson* 11,806.

Inconvenience to salt trade from want of through rates; *Corbett* 10,900, 10,901. In answer to this, com-

INTERCHANGE OF TRAFFIC—*cont.*

2. *Through Booking, Rates, and Fares*—cont.

pany say that they give through rates for salt whenever desired; *Grierson* 11,901.

Great delay in coal trade from same cause; companies should be compelled to grant, in all cases; *Brown* 11,183–11,189. 11,228; from refusal of through rate witness is compelled to pay two local rates; *ib.* 11,220–11,227. Answer to this complaint; *Allport* 13,723.

Interchange of traffic is now so general between companies, that no legislative interference is necessary to enforce through rates, but it is impossible to book throughout to every place on any one large system; *Allport* 12,537–12,542. The public are now fairly treated as to booking through, both for passengers and goods; *ib.* 12,543–12,546. Witness states that the Midland Company have been amongst the first to carry out through-booking; figures given in proof; discussion of this point; *ib.* 12,547–12,552. Reasons why through tickets for certain routes cannot be issued; through rates are already calculated by the million; *ib.* 12,829–12,837.

North-eastern Company have never found any difficulty in making through rates or arrangements; all that Mr. Cardwell's Act directs is done voluntarily and without interference; *O'Brien* 12,244–12,249. 12,252–12,255. No amendment of the law for through arrangements is necessary; *ib.* 12,264. Each company generally takes its mileage share of through rates; *ib.* 12,250, 12,251. There are nine different routes by railway between Newcastle and Liverpool, with through rates over several of them; *ib.* 12,257–12,263. Through arrangements cannot be so complete with branch lines, but companies use every effort to make trains fit; *ib.* 12,256–12,265. Agreements between companies should be for short periods, and should not be enforced by Parliament; *ib.* 12,280–12,287.

Classification of through rates is necessitated by want of uniformity in the rates given by Acts of the various companies; they do not differ much; *Clarke* 12,609–12,611. 12,616. No objection to Parliament revising classification, and making it more like what is in force; *ib.* 12,612–12,615. Practically the same classification is adopted by all the companies; *ib.* 12,617. No legislation is necessary to facilitate interchange of traffic of country, as it is already principally carried at through rates; *ib.* 12,808. Witness believes that the days of companies intentionally arranging trains not to fit those of others have gone by; *ib.* 12,810–12,812. Explanation of apparent want of facilities at Newark between Great Northern and Midland trains; *ib.*, 12,813. If railways were all under one management such inconveniences could not be avoided; *ib.* 12,814. Terminal charges on through traffic should be defined. No legislative enactment necessary for through arrangements, as they are now carried out wherever possible; *ib.* 12,924–12,926. Through carriages are put on trains for the convenience of the passengers, though it involves extra expense; *ib.* 12,939, 12,940.

Witness would strongly object to Board of Trade having power of deciding cases of complaint of trains not meeting at junctions, unless certain rules were laid down for their guidance, as it is a most difficult thing to manage; witness finds it impossible to manage it with their own trains. Thinks such a tribunal would be no advantage to the public; evil is correcting itself as rapidly as possible; *Grierson* 13,463–13,470. Principle of interchange of traffic is adopted by Great Western railway for all non-competitive traffic; how universal interchange of traffic would be unfair to companies, and useless to public. Has no objection to public getting such through booking and facilities as are required, providing it is on fair terms to the companies. Principle upon which division of traffic is made to those companies which have incurred the largest cost in stations, &c. Public want competition between railways, and at same time all the conveniences of companies working together in friendly relations; *ib.* 13,471–13,475.

Companies have adopted through-booking, both for passengers and goods, as far as reasonable and practicable; statistics in proof; it is in operation from all principal places; *Allport* 13,761–13,764. Through booking between Midland railway and Ireland; *ib.* 13,765. System is more perfect for goods than for passengers; *ib.* 13,765. Method of forwarding goods to places to which there are no through rates; liability is with first company; *ib.* 13,766–13,768. Through rates for passengers more frequently than not consist of the local rates added together; *ib.* 13,769–13,777. Through fares from London to Ireland or Scotland are less than united local fares; *ib.* 13,774. The French system of altering rates but once

INTERCHANGE OF TRAFFIC—*cont.*

2. *Through Booking, Rates, and Fares*—cont.

in three months seriously interferes with English companies making through arrangements with them; *ib.* 13,822–13,833.

Present arrangements for interchange of traffic satisfactory, so far as witness is aware; *Hawkshaw* 14,592–14,594.

Free intercommunication with all points very desirable; this can only be done by friendly arrangements between companies; *Stewart* 14,746. Imperfect through arrangements arise chiefly from companies' distrust of each other; there is not much unwillingness now, but they would not like being compelled to make them. Instance quoted in proof; but companies are much more friendly than formerly; *ib.* 14,809–14,814. Difficulty in extending liability beyond company first receiving the goods; *ib.* 14,815. Figures given showing the extra expense of trains at present caused by through arrangements, which would be much increased if further pressure were put on; discussion of this point; *ib.* 14,821–14,828. Fear of being looked upon with suspicion by Parliament prevents companies making friendly arrangements; no dependence on decisions of Committees; *ib.* 14,845, 14,846.

Companies generally are far more disposed now for interchange of traffic than formerly. Doubtful whether any improvement could be effected by legislation, nor would compulsory arbitration answer. Principles upon which running powers between companies should be based; they find it is for their advantage to offer the public all reasonable facilities; *Harrison* 15,275–15,278. 15,282. Instance of inconvenience to public at St. Leonard's from South-eastern Company not allowing use of station to Brighton Company; *ib.* 15,279. Although mutual running powers are on the increase, they are not very generally exercised. Witness advocates their extension wherever it can be done safely, believing them to be beneficial to the companies as well as to the public; *ib.* 15,283–15,286. The difficulty during the last year or two in the transmission of goods between companies has arisen from the rapid increase of traffic; *ib.* 15,287.

South-eastern company have through arrangements with all the lines, but have been compelled to abandon them at some small stations in consequence of the traffic being so very small; *Eborall* 16,104. 16,119.

Some particulars of through arrangements between French and English railways; *Eborall* 16,203–16,217.

Through rates are extending; not much difficulty in arranging them. For short distances it is sometimes fair to give a proportionately higher mileage; *Sherriff* 16,383–16,385. Large companies are now mostly willing to enter into arrangements with one another. Cases given showing beneficial operation of certain compulsory powers of arrangement between two large companies; *ib.* 16,386–16,390. In these cases companies have what really amounts to mutual running powers over portions of each others lines; *ib.* 16,387, 16,388. Reasons why such arrangements are not being adopted on other railways; *ib.* 16,389. Parliament could not advantageously interfere with these arrangements; *ib.* 16,391. Through arrangements practicable, but not so easy, between local railways as between large systems; *ib.* 16,391–16,393. Through rates will not enable companies to reduce rates and fares; *ib.* 16,394. Many competitive lines being merely got up to serve a purpose, have no compensating advantages to offer for through arrangements; *ib.* 16,396. Interchange of traffic might be greatly facilitated if there were some tribunal (clearing house, for instance,) to take up practical difficulties; further powers should be conferred on clearing house by Act of Parliament; *ib.* 16,402–16,408.

Through arrangements are more readily and frequently made now than formerly, and are likely to go on; *Bidder* 16,824–16,826. Arrangements desirable in fixing through rates; *ib.* 16,964, 16,965.

Of late years there has been a much greater disposition on the part of companies to work harmoniously together for interchange of traffic than formerly; this might be carried much further than at present, and the more it is done the better both for companies and the public. Statement as to arrangements of this kind between Great Western and other companies; *Gooch* 17,497–17,507. The greatest difficulties in the way of these arrangements are the absurd contractors' lines which have been forced upon companies; *ib.* 17,509. Facilities for interchange of traffic on Great Western line would be much advanced by narrow gauge; *ib.* 17,510. Company carry out through-booking to a great extent, and generally find

INTERCHANGE OF TRAFFIC—*cont.*

2. *Through Booking, Rates, and Fares*—cont.

other companies ready to meet them fairly; *ib.* 17,533–17,537.

If Parliament would give companies further powers to make arrangements, interchange of traffic might yet be extended. A better understanding exists now between companies and readier facilities are given than formerly. Witness hardly knows a case where neighbouring companies have not through-booking; *Wainwright* 17,626–17,630.

Statement of Mr. John Bullar as to through-booking; *App.* AD. Comparative charges for through goods traffic between England and Ireland; *App.* AN. Letter from Mr. Oldham of Dublin in respect to the through rates for passengers between England and Ireland; *App.* BD. Remarks by the London and South-western Railway Company upon statements of Mr. John Bullar, as to want of railway accommodation at Putney, and as to through-booking; *App.* DE.

3. *Through Booking, Ireland:*

Through traffic arrangements necessary; *Mulvaney* 1187. 1847. Through rates with English railways would develop traffic, and would be equivalent to a reduction of local rates; *Forbes* 1809–1811. No difficulty in Ireland in booking goods through; *Tinsly* 2591. Inconvenience resulting from want of concert between companies; *Longfield* 2837–2844. Through rates on Great Southern and Western; *ib.* 2899–2903. Difficulty in getting from place to place from opposing interests not allowing trains to run in connexion with one another; *Brady* 3357, 3358. There is a through-booking system over Limerick and Waterford Railway with reference to England; *Malcolmson* 3438. The bulk of the Limerick goods traffic goes under what is called the through-rate system, either by Waterford or Dublin; *ib.* 3457. Through-booking rates with London and North-western and South Wales Railways; through tickets are issued to Milford, or to London *viâ* Milford; *ib.* 3464–3469. Through rates from Limerick and Tipperary do not give a preference to Waterford; *ib.* 3510–3513. Irish goods should be booked through in every direction to England; *Hemans* 3971. Witness knows of no difficulty in the way of through rates between Waterford and Wales; *ib.* 3974. Would establish a system of through-booking from every port in Ireland to every port in England. There is booking through Dublin, and may be some in the north; there is some also by Waterford, but the service is not good; *ib.* 3997–3999. Harvest through tickets by Midland Great Western to Dublin; *Ennis* 4016, 4092. Cannot have so long a through rate in a country which is narrow between any two points; *Bidder* 4339.

Through-booking arrangements between Great Southern and Western and English companies; *Haughton* 4550–4567; *Murland* 4571; and with small neighbouring companies; *Haughton* 4601–4603. Particulars of through-passenger arrangements between Belfast and Dublin; *Murland* 4773. Readiness of Dublin and Drogheda line to arrange through rates to distant places; *ib.* 4863–4873. 4937–4939. If Newry and Armagh Company could obtain certain through rates there would be a great traffic in grain and minerals; *Fearnley* 4984. Attempt to enforce through arrangements, and inconvenience from want of them; *ib.* 4994–5009.

Efforts of London and North-western company to establish through-booking with Irish lines; these but very partially successful the Irish lines insisting on their local rates, and some of them having an interest in the shipping companies, causing a diversion of the traffic, &c.; *Cawkwell* 5054–5068. 5073–5087. 5112–5117. Irish traffic consequently "not half developed;" *ib.* 5069–5072. Irish lines specified with which they have through arrangements, and description of traffic; minerals not included; *ib.* 5073–5109. 5136–5141. Present bad through arrangements to benefit steamboat companies; English steamboat companies would act differently; nothing actually illegal in these arrangements; would not recommend legislative interference; *ib.* 5153–5162. Discussion as to whether goods can be shipped cheaper from Dundalk through to Manchester, or consigned to an agent at Liverpool to send on to Manchester; *ib.* 5222–5236. No through arrangements between London and North-western and Irish companies for coal; *ib.* 5237. Question of sea risk to be borne by railway companies where they have through rates with steamers; *ib.* 5250–5260.

Midland Railway Company have temporary limited through arrangements with Ulster Company; agreements among Irish companies prevent any considerable extent of through arrangements with England; *Allport* 5262–5269.

INTERCHANGE OF TRAFFIC—*cont.*

3. *Through Booking, Ireland*—cont.

5274, 5275. Better arrangements should be made, in which all the English companies should be allowed to participate; this would doubtless develop Irish traffic considerably; *ib.* 5270–5273. If Government assist Irish railways, it should be on condition of their traffic being thrown open to English railways; *ib.* 5276–5280. Through booking desirable; *Roe* 5829, 5830. Great Western Company have through arrangements with Waterford and Limerick and with Waterford and Kilkenny companies; Waterford and Limerick a very important traffic, and arrangements satisfactory; *Grierson* 5907–5914. 5918. 5955–5964; but Great Southern and Western ought also to book through to Waterford, which they decline to do; *ib.* 5915–5917. Guarantee to Waterford and Limerick Company; *ib.* 5935–5938. Shorter sea passage by Holyhead route than by Milford; *ib.* 5941. Route between south of Ireland and Wolverhampton and Birmingham; *ib.* 5958–5960. Through routes should be unrestricted; parties sending goods should be allowed to prescribe route, if more than one available; *ib.* 5965–5977. Particulars of an agreement between several companies which practically operates as an impediment to free interchange of traffic, and is injurious to port of Waterford; *ib.* 5978–5992. Expectations as to opening Birkenhead for Irish traffic; *ib.* 5993–5995. Want of through arrangements, Cork and Bandon line; *Shaw, W.* 6454–6460. Bad through arrangements in parts of Ireland; cheaper from north of Ireland to London, and thence to Dublin, thence direct to latter place; other instances; *Macfarlane* 6527–6535. Great inconvenience from want of through arrangements between Galway and Belfast; *Meldon* 6736, 6737. Instance of inconvenient disagreement between companies; *ib.* 6754. Injurious effects on commerce of Ireland of through-rate system organized by London and North-western Company; *Boileau* 6804. Absence of proper correspondence of trains an enormous hindrance to traffic; *Perry, H. R.* 6829. Great inequalities in present Irish through-rate system; it especially acts injuriously upon Dublin; *Parker* 6878–6889. 6894–6899; *Pim* 7093–7098. Further information on and discussion of this question, and some of the causes pointed out; *Bewlay* 6902–6923. Urgent need of through arrangements for goods and passengers; *Bagot* 6994, 6995; *Pim* 7071. 7079–7086.

Through passenger fares to Ireland have been reduced to encourage traffic; *Allport* 13,774.

See also CAWKWELL.

IRISH COUNTY ROADS:

Are made by local taxation; *Hancock* 7626.

IRISH FISHERIES AND FISH TRAFFIC:

A considerable fish traffic might be secured by Irish Great Northern and Western Company if they could put on a night train; *Earl of Lucan* 3053–3057. Fishing population decreasing; railways have caused other conveyances to cease, and have not sufficiently supplied their place; *Brady* 3187–3190. Before extension of railways chief market for fish taken on west coast was in the interior, but now it is sent to Dublin, and from thence to all the principal towns in England. In seaport towns there is a falling off in the demand for fish. Supply in Dublin unequal to demand; *ib.* 3191–3194. 3275. High rates tend to depress the trade. Better facilities for getting fish away since introduction of railways. Cause of decrease in the trade; *ib.* 3195–3200. Jolters or hawkers buy the fish at the boats and send it to Dublin. Price of fish risen in consequence of great demand for English market; route by which sent, and price at market, also price paid by hawkers to fishermen. If greater facilities were afforded fishermen could send their fish direct to factor in Dublin; *ib.* 3201–3223. 3231, 3232. 3245, 3246. 3248–3257. Rates for fish by certain railways. Midland Railway charge unequal rates in proportion to mileage. Complaints made of inequality, but there has been no alteration. Discussion as to how far a reduction of rates would affect price of fish. Reasons why fishermen do not send their own fish to market, and thus do away with the middlemen's profit; *ib.* 3224–3230. 3233–3244. 3247. 3263. 3266–3269. Great many middlemen make large profits. There are no markets where fish is caught, it is sold on the strand in bulk. In some cases there is competition; *ib.* 3258–3262 Custom of this class of people to sell goods to agents; *ib.* 3264, 3265. If the fish is spoilt on the journey, profit of middlemen considerably reduced; *ib.* 3269–3271. 3310–3314. Railways have not benefited the fisheries to the extent contemplated; *ib.* 3263. 3274. Except at Galway,

IRISH FISHERIES AND FISH TRAFFIC—*cont.*

fisheries on west coast have not suffered from a trades-union system. A fishing company established there was well supported by the fishermen, but it failed from mismanagement, and not from obstructions by the people or the railway company; *ib.* 3276–3282. 3284. Want of private enterprise is the root of much of the evil existing in Ireland; *ib.* 3283. Railway company at Galway afford every facility; quantity of fish carried by that line in 1852, and where collected; *ib.* 3285–3291. Reduction of rates would increase quantity sent from Sligo and Ballina, as it has to be carted 16 or 18 miles. Salmon sent from Ballina round north coast by smacks at much less expense than by railway; *ib.* 3292–3296. 3298–3301. Interviews between Irish Fishery Commissioners and directors of Irish railways; *ib.* 3297. 3330–3332. No uncertainty in the fishing trade. Galway train starts at 12 o'clock at night, and the boats are all in before that time. A similar train from Sligo or Castlebar would be of great advantage. In some places coarse fish are packed in ice. In such case a few hours' delay is not of much consequence; *ib.* 3301–3305. Large take of fish at Kinsale last year. There is a good supply in Dublin Bay, but these are not affected by railway carriage. City of Dublin badly supplied with fish, as it is sent off to English market. Witness reads extracts from Reports of Commissioners, stating that moderate rates, especially for small parcels of fish, and quick transit, would benefit the trade in certain districts, and that in 1855 the rates were increased from Cork and Dublin. Discussion upon this increase; *ib.* 3305–3310. 3315–3329. Encouragement to fishermen on western coast, if a reduction were made in freight, and facilities of transit increased. The Great Southern and Western line make up a train when they have large packages of fish. Witness would have trucks attached to ordinary trains to carry the fish. There are no special trains for fish. It is a long time reaching the market, being generally sent by goods train at inconvenient hours. Fish caught at Castlebar on Monday does not get into Dublin market till Wednesday morning, there being no mail train; *ib.* 3333–3343. General complaints made of want of accommodation on the Great Southern and Western line; 3344–3346. Insufficiency can hardly be attributed to the fact, that being a poor country with limited traffic, companies cannot afford to run cheap trains. How requirements of Castlereagh district could be met. Reason why there is no night train from Castlebar to Castlereagh; *ib.* 3350–3356. Valuable fish travel by night trains; inferior is taken at very low rates. Why Galway fisheries are totally neglected. Unproductive state not owing to want of facilities by railway companies. English fishermen would not be allowed to fish on west coast of Ireland; *Ennis* 4204–4209. Considerable fish traffic on Great Southern and Western line; *Haughton* 4729–4733. Better arrangements and lower rates needed for fish traffic; *Bagot* 7026–7031.

IRISH NORTH-WESTERN RAILWAY:

Company originally consisted of the Dundalk and Enniskillen only, but they now hold on lease the Derry and Enniskillen, for which they pay 26,000*l.* a year; this is the first charge on their revenue, and is paid weekly; *Shaw, T.* 8276–8281. Traffic has improved lately, but company are labouring under heavy debts; neither ordinary nor preference shareholders receive anything at present; *ib.* 8268–8271. Increase of traffic has been in both passengers and goods, and may be expected to continue; causes; comparative statement given in; *ib.* 8349–8352. Length and cost of line, particulars of capital, stock, debts, &c.; *ib.* 8272–8275. 8282–8293. 8332–8335. 8412. Income, rate of interest on debt, fixed annual charges, &c.; *ib.* 8401–8407. Company and three others have joined in subscribing to a branch line (Cavan and Clones); they all work harmoniously together, though recent alterations in trains of those companies obstruct through-booking arrangements; *ib.* 8294–8300. Company have through-booking arrangements with London and North-western; *ib.* 8329–8331. Passengers are chiefly 3rd-class, the traffic agricultural produce; it would not answer to reduce fares; cattle rates are moderate; *ib.* 8301–8307. There is not sufficient traffic to warrant low fares or experiments; *ib.* 8360. Witness's opinion as to why line does not pay; particulars of trains, traffic, and plant; the line is a single one; *ib.* 8308–8316. Market tickets are issued; *ib.* 8305. 8317–8321. Coal traffic; *ib.* 8326–8328. Income, working expenses, &c. for last half-year; *ib.* 8336–8344. Severe competition with Ulster company; *ib.* 8345–8348. 8386–8393. Agreement with Northern Counties to avoid competition; *ib.* 8397–8400. Directors are hopeful, and as attentive as if line were prosperous; *ib.* 8353–8356. Witness believes that an amalgamation of all the lines north of Dublin would be advantageous to the companies and to the public; *ib.* 8357–8383. Believes rates would be lower in consequence; *ib.* 8384, 8385. No very large mills on the line; *ib.* 8395. There are 12 directors, who are elected by the shareholders; *ib.* 8408–8411. List of shareholders given in; *ib.* 8409.

Letter from, offering to reduce fares if Government advance, at a low rate of interest, a sum sufficient to discharge bonds and debentures of company; *App.* AP. Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH. Memorials from Irvinestown, and remarks thereon by the company; *App.* BR.

IRISH RAILWAY DIRECTORS' CONFERENCE:

Statement prepared by on Irish railways. Their present position, and how (without any loss to the Treasury), at reduced interest, they could be materially improved financially and the public better served; *App.* ET.

IRISH RAILWAYS:

There are 26 railways in Ireland, 14 of which pay an average dividend on the original shares of 3¼ per cent., while 12 pay none; spread over the whole, the dividend would average 1¾ per cent.; *Fox* 6562–6564. Net income in 1863, 770,000*l.* on a capital of 24,000,000*l.*, being 3 per cent., reckoning ordinary and preference stock and debentures, but not interest on Government loan; *ib.* 6565–6570. Witness thinks there is a strong desire on the part of the shareholders and the public that they should be purchased by Government; *ib.* 6572, 6573. General dissatisfaction at present management; *ib.* 6590, 6591. Great disinclination to invest in Irish railways; many lines are constructed by contractors, who are paid in shares, the company having no capital; this enormously increases the cost; *ib.* 6627–6637.

Passenger fares on, higher than on German railways; *Mulvaney* 1116–1130. Placing all under one management would probably create a monopoly, but a great need exists of through traffic arrangements, and of their being connected together and brought to the water's edge at ports; reduction of rates to about one half also needed. A very large development of traffic might be expected were something of this kind accomplished. The reduction would result in a loss for three or four years, but after that, a great gain would doubtless accrue. The question of a guarantee by Government or other parties discussed; *ib.* 1175–1182. 1187, 1188. 1226–1235. 1240–1250. Nothing to fear from competition by sea; *ib.* 1183. The free introduction of coal, coupled with low rates, by developing its mines, manufactures, agriculture, &c., witness believes, would be the greatest benefit that could be conferred upon Ireland; *ib.* 1189–1195. Some particulars of the undeveloped wealth of Ireland; *ib.* 1198–1204. Traffic decreasing; fares much too high; contrast in this respect between German and Irish railways; *ib.* 1222–1225. Urgent need of low fares for third and fourth-class passengers; *ib.* 1276. Witness desires to show the impossibility of developing any system without a connexion with the various systems of railways that exist in Dublin; without that no system like that of the German unions can be effected. Sidings and branches to places that would afford trade should be made by companies without incurring the enormous expense of separate Acts of Parliament. In the German union, the waggon work is provided by the various companies, who furnish their quota for the purpose of through traffic, and arrange a tariff for the transport of goods, and fix rate for waggons passing over the lines of another party. The system of adopting a per-centage deduction from the rates for full trains running through from fixed station to fixed station might be adopted to great advantage in Ireland. The organization of goods trains at fixed times has been found beneficial in Germany. The Irish fares are too high, and the dividends are consequently diminishing. New markets might be developed by low variable tariffs. Fixed rates, however low, may nevertheless bear a certain new traffic. German passenger rates should be adopted as a maximum in Ireland. Introduction of English coal into interior of Ireland would lead to development of the coal districts which exist there. States how present changes might be effected; *ib.* 1847, 1848. Plan which exists in Germany for decreasing expense of making sidings and branches; *ib.* 1849–1860.

IRISH RAILWAYS—*cont.*

Present rates and fares prohibitory; in some cases higher than in England; *Forbes* 1459. Witness would reduce fares 50 per cent.; *ib.* 1553. Entire traffic of country might be increased by a reduction of rates; *ib.* 1561. Opinion as to effect of lowering rates on agricultural produce, cattle, minerals, and all descriptions of traffic; some particulars of present traffic and mode of conducting it; *ib.* 1562–1666. Necessity for reducing passenger fares to increase traffic; excursion trains; speed; season tickets; *ib.* 1667–1694. Want of sufficient accommodation; *ib.* 1695–1698. 1704–1706. Railways would work better under one management; *ib.* 1710. If compelled by law to reduce fares, they should be guaranteed against loss; *ib.* 1727. Bearing of railways upon manufacturing industry; *ib.* 1749–1759. 1771–1784. Fish traffic might be increased by lower rates; *ib.* 1785–1793. Through rates with English railways would develop traffic, and would be equivalent to a reduction of local rates; *ib.* 1809–1811. Mismanagement of Irish railways; *ib.* 1812–1814. Terminal charges in Ireland lower than in England; *ib.* 1820. Is in favour of amalgamation of Irish railways; why directors are opposed to this; 1829. 1833. Working expenses in England 50 per cent., in Ireland 49 per cent.; might be reduced by better management; *ib.* 1838–1844. Want of competition injurious to the public and to the railway interests; *ib.* 1845. Discussion as to whether plan of raising money on terminable annuities would increase charges; *ib.* 1867–1875. A reduction of rates and fares would greatly stimulate mineral trade and agriculture; present charges in some cases 50 to 72 per cent. of value of produce; *Sullivan* 1929–1939. 1944–1950. Production of mines might be trebled; *ib.* 1951. Account of the mines and mineral productions of Ireland; their state and prospects in connexion generally with the railways of the country; the great increase which would take place if railway matters were in a satisfactory condition; *ib.* 1930–2087. Trade in cattle, turf, flax, agricultural produce, &c. would all be immensely benefited by better railway arrangements, including reduction in rates and fares; *ib.* 2088–2133.

Railways of more importance to Ireland than to any other part of the kingdom; *Mallet* 2140. A narrower gauge desirable in poor districts and for quarry purposes; *ib.* 2216–2236. Cattle trade. Rates and fares should be reduced; *ib.* 2238–2243. Dairy farms; *ib.* 2244–2249. Legislature should compel reduction of rates, and a guarantee against temporary loss should be given; *ib.* 2250–2281. 2283–2290. 2295, 2296. First and second-class fares should be reduced at least one-third; *ib.* 2282. If railways were amalgamated into one system, or into two or three groups, capitalists might perhaps be found who would lease them for a term, trusting to make them pay by better management and increased traffic from reduction of fares; *ib.* 2297. 2301–2304. Witness believes that if Government took them, they could get a company to work and manage them; *ib.* 2298. A reduction of fares to one half, and uniformity in rates and fares, most desirable; *ib.* 2305–2307.

Fares too high; traffic and intercourse would be increased by a reduction; *Tinsly* 2312–2315. 2365–2382. Number of trains between Dublin and Limerick insufficient; fares; trains more convenient between Limerick and Cork, consequently more intercourse; *ib.* 2316–2349. Accommodation more easily arranged if in the hands of one company; *ib.* 2350. Sufficient accommodation between Limerick and Waterford; *ib.* 2351. Population and trade of Limerick; *ib.* 2355–2364. No market trains or third-class return tickets; *ib.* 2383–2385. Traffic between Limerick and other places; increase of charges on some goods 80 to 100 per cent. and loss of trade in consequence; *ib.* 2386–2415. Various particulars of traffic in cattle, coals and other goods, and how restricted by high rates; absence of competition by water in consequence of agreements between railways and canals; very little flax brought to Limerick by railway; *ib.* 2416–2582. No difficulty in booking goods through; hardly any trade with the north; witness is favourable to competition; *ib.* 2591–2593. The Foynes and Limerick is a very bad line; *ib.* 2618.

Bad arrangements of railways from Limerick and high fares prevent numbers from travelling, especially third class; trains sometimes nearly empty; many carriers on the road; cattle rates too high; Limerick and Foynes Company have increased rates; remonstrances in vain; *Ryan* 2653–2710. Hucksters go through the country doing work that would be done by railway except for high rates; *ib.* 2711–2733.

A reduction of rates would increase traffic, but might diminish profits; *Longfield* 2796–2799. A cheap parcels

IRISH RAILWAYS—*cont.*

rate tried on Great Southern and Western, but failed; *ib.* 2800–2809. Cattle traffic on same line; *ib.* 2810–2815. Directors always entertain any reasonable proposals; would be ready to make a branch to certain mines named if there were fair hopes of a return; *ib.* 2821–2831. Third-class trains between Limerick and Dublin, and inconvenience resulting from want of concert between companies; *ib.* 2837–2844. Traffic in corn, coal, and third-class passengers would be greatly developed by a reduction of rates; *ib.* 2854–2860. A reduction of third-class fares to ½*d.* a mile would cause numbers to ride who now walk; *ib.* 2861–2864. Great Southern and Western Company have never issued return third-class market tickets; *ib.* 2865–2869. Witness believes there would be no loss ultimately from reduction of charges; Government should give a guarantee, and have a voice in the direction; *ib.* 2870–2873. Market trains; *ib.* 2874–2883. Suggested scheme of Government management, and system over which it might be tried; *ib.* 2884–2898. 2932. Some particulars as to through rates and excursion trains on Great Southern and Western; *ib.* 2899–2913. Traffic would not be materially increased by line being in communication with the water at Dublin; *ib.* 2916–2934.

The north and west have not benefited by railways so much as they ought; fares should be reduced 50 per cent., the dividends would then be better after four or five years; fares on Great Northern and Western as high as in England; *Earl of Lucan* 2940–2943. 2977–2979. Accommodation insufficient between Castlereagh and Castlebar; *ib.* 2952. Could not afford to reduce fares and rates at present, though they are much too high; *ib.* 2955–2960. Decrease of traffic; capital; loans; difficulty of negotiating preference shares in London market; financial position of company; *ib.* 2961–2976. Counties should provide the land for all new railways as they now do for roads; *ib.* 3023. Quantity of goods carried would be doubled if rates reduced to 3*d.* per truck; Great Northern and Western Company cannot reduce their rates, as the Midland Company will not do so; *ib.* 3039–3042.

A gradual reduction of rates having produced an increase of profits in Belgium, witness would try the same experiment in Ireland; *Fassiaux* 3105.

The railways have rather injured than benefited the fisheries, as other conveyances have ceased, and railways have not sufficiently supplied their place; *Brady* 3188–3190. Railways have not benefited fisheries to the extent contemplated; *ib.* 3263. 3274. Insufficient railway accommodation in west of Ireland; *ib.* 3344–3356. Difficulty in getting from place to place from opposing interests not allowing trains to run in connexion with one another; *ib.* 3357, 3358. Third-class accommodation very bad; in consequence of delay, it may cost more to travel to the Dublin markets by third-class than by first-class; *ib.* 3359–3362. Present state of railways not satisfactory to shareholders, but witness considers that public are fully convenienced; *Malcolmson* 3367, 3368. 3399. Witness is connected with some lines which pay no dividend; Waterford and Limerick last paid 1 per cent.; rates on that line; *ib.* 3396–3398. Public difficult to satisfy; witness thinks third-class day return tickets not required by passengers; have been abandoned as not remunerative; market tickets are issued, and succeed well; *ib.* 3401–3418. 3485–3490. Farmers do not use trains going less than from eight to ten miles from town; *ib.* 3419, 3420. 3556–3559. New railways in progress; reasons for constructing new lines while old ones seem unremunerative, that the facilities they afford increase value of produce, &c.; *ib.* 3441–3444. If Government purchased railways, landholders, &c. would be willing to share loss consequent upon reduction of rates; *ib.* 3449–3452. Water competition between Tipperary and Waterford and Dublin; *ib.* 3459, 3460. Extensions applied for this session; more than in any previous session; *ib.* 3491–3493. New lines generally promoted by landed gentry, who to a certain extent find the capital; course pursued to raise money; *ib.* 3495–3506. Railways carry all the minerals produced about Limerick; *ib.* 3565. Could carry more passengers without additional expense; thinks working expenses of goods traffic do not increase beyond a certain proportion; *ib.* 3625, 3626.

English gauge would be better and more economical for Irish lines, but impossible now to alter it; *Hemans* 3764–3769. Cost per mile of running a train not quite so much as in England; *ib.* 3773. But few night trains; this saves expense. Cost of keeping up permanent way less than in England; some goods trains are now run at night; *ib.* 3780–3788. To make a fair comparison with English railways, branch lines through

IRISH RAILWAYS—*cont.*

thinly-peopled rural districts should be taken; *ib.* 3789. Gross traffic receipts on Irish lines appear stationary; *ib.* 3792, 3793. 3827. A few years since hopes were entertained, which have not been realized, that there would be more prosperity in Irish lines; many railways were started, the contractors being paid principally in shares, thus throwing an immense amount of debt upon the lines; found extremely difficult to get contractors to take up the work upon these terms; discussion as to amount of money wasted; *ib.* 3794–3811. Goods traffic has diminished, cause; *ib.* 3812–3816. Dividends have decreased, reduction in some cases attributable to expense of renewing permanent way; *ib.* 3826. 3828, 3829. If rates reduced 50 per cent., witness thinks that probably at the end of 10 years loss would be made up; *ib.* 3907. Increase of passengers would not add to working expenses, but until traffic doubled there would be a diminution in gross receipts; *ib.* 3913–3916. Low charges will tend to gradual establishment of manufactures, but merely as an agricultural country it would pay to reduce rates; *ib.* 3917, 3918. Want of money prevents people using railways; *ib.* 3919, 3920. Gradients are equal if not superior to many of the leading lines in England; instances quoted; *ib.* 3938–3948.

In 1860 passenger fares on Midland Great Western were increased 10 per cent.; receipts considerably increased; last half-year revenue fell off; this may be ascribed to impoverished state of the country; *Ennis* 4082–4084. 4097. Length in miles of Midland railway proper; small lines rented by that railway, &c. Equal mileage rates over the whole line; *ib.* 4102–4105. Leading articles of traffic on the Midland Great Western are groceries, wines, and spirits; a good deal of corn, also, at times, but no turf; *ib.* 4160–4163. Railways should all be purchased by Government and placed under one management; *Bidder* 4217–4219. Under improved management there would be a large passenger traffic; *ib.* 4233. Increase on English railways and also on continental lines mainly due to their long leads; would be modified when lead only 60 miles, though partly met by terminal charge being the same for 50 as for 60 miles; *ib.* 4335, 4336. Cannot have so long a through rate between any two points of a country which is narrow. When lead short reduction in charge for conveyance of certain articles depends upon reduction of rate; in coal, if rates were reduced from 1*d.* to ¾*d.* in a lead of 50 miles, the saving would be 2*s.* 6*d.* per ton; *ib.* 4339–4341. Working expenses of Irish railways as compared with Great Eastern are nearly the same percentage; the former gets an advantage in wages, and from not having to pay Government duty. Chief difference in miscellaneous charges. Charge for permanent way in Ireland not yet up to its full amount; *ib.* 4344, 4345. 4374–4377.

Traffic to be remunerative must be continuous; *Haughton* 4615. Witness believes traffic in south of Ireland as far as Great Southern and Western system is concerned to be already developed; *ib.* 4617. Some of the minor lines bankrupt; causes; but little increase to be expected in passenger traffic; *ib.* 4621–4624. Ineffectual attempts to complete a line to New Ross; *ib.* 4625, 4626. Necessity for quays at Queenstown, to connect railway with water; *ib.* 4656, 4657. Small inducements to travel in Ireland; *ib.* 4682. New lines forming in south of Ireland, others projected; declines to express an opinion on motive for promoting new lines while old ones unremunerative; *ib.* 4683–4685; *Murland* 4846–4850. Great passenger traffic to Killarney during summer, though less than might be expected; *Haughton* 4686. Witness takes a desponding view of prospects of Irish railways; reasons; *ib.* 4695, 4696. Desirable to connect London with the south of Ireland, but not by means of Government interference; *ib.* 4702, 4703. Many of the lines are badly constructed and irretrievably ruined; *ib.* 4717–4720. Though taking rather a better view than last witness, does not think traffic capable of very great development; cannot advise reduction of charges; *Murland* 4735–4738. 4829, 4830. Bad effect on railways of short harvests of 1861 and 1862; *ib.* 4789–4792. Ireland is favourable for the construction of railways; *ib.* 4823. Instances of lines paying no dividend; *ib.* 4821. 4826. Relatively to population, traffic in the north generally is increasing; does not think railways have suffered from the emigration; *ib.* 4837–4845. Lines not paying dividend badly worked; *ib.* 4891. Shareholders would not submit to temporary loss, unless ultimate gain tolerably certain; *ib.* 4893–4895. A gradual reduction might probably pay in a few years; *ib.* 4896–4900. High nominal cost and defective condition of some new lines; *ib.* 4929–4936. Condition of Irish lines inferior to English; *ib.* 4940–4942. Witness would like to see experiment of reducing

IRISH RAILWAYS—*cont.*

charges, but not at expense of shareholders; *ib.* 4952. Bagnalstown and Wexford line lying idle, as it will not pay working expenses; *ib.* 4960. Rate of interest on Irish debentures; *ib.* 4961, 4962.

Injury to Newry and Armagh Company caused by proceedings of Ulster Company; *Fearnley* 4965–4979. Difficulty of reaching interior of Ireland *viâ* Waterford from refusal of Great Southern and Western Company to run trains at proper hours; *Delahunty* 5011, 5012. Traffic of Irish railways "never yet half developed" from want of proper arrangements with English companies; *Cawkwell*, 5069–5072. Interests of some of the lines subordinated to steamboat interests; *ib.* 5111. Reduction of goods rates would increase traffic, but profits would be less than now; *ib.* 5146, 5147. No communication in Dublin between railways and wharves; if connecting link made it will come down to the quays; Bill before Parliament to make tramways along the quays; *ib.* 5239.

Witness considers Irish railways tolerably well managed; is not aware that they are conducted to suit views of steamboat companies; *Allport* 5307, 5308. Connexion *viâ* Bristol with Midland Railway; *ib.* 5309, 5310. No reason why experiments in reduction of rates would be attended with more difficulty or greater risk in Ireland than in England; it should be done with care; would be attended with loss, but increase of traffic would ultimately make it up; in agricultural districts it takes longer to make up loss than in manufacturing districts, especially where population is poor. A reduction is frequently made in one district, and not in another. Three instances on the Midland; *ib.* 5340–5342. Rates will not admit of reduction unless companies are aided. Most Irish railways are in debt. Fears reduction of rates would be attended with permanent loss to the companies. Founds his opinion upon absence of population. If all the railways were finished for which powers have been obtained, Ireland would be well supplied; *Dargan* 5456–5459. 5483–5488. A partial reduction might be made without loss; *ib.* 5637. Thinks Irish railways at their present rates might be worked for a little over 40 per cent. of the gross receipts. Average cost of working English railways 50 per cent.; explains how saving would arise; *ib.* 5489–5492. 5609–5615. No need for some lines now being applied for; one in Wexford necessary; very few districts that will now justify new railways; *ib.* 5539, 5540. Shares of insolvent companies have a nominal price in the market; some of them are as low as 15 per cent. Is sorry that rule laid down has been abandoned, that parties applying for a Bill should prove their capability of making the line; discussion as to how solvency should be proved; *ib.* 5541–5545. 5548–5550. Where new and old lines have come into competition they have damaged each other; *ib.* 5546, 5547. Dublin and Wicklow is a line of 120 miles; has equal mileage rates both for passengers and goods, with exception of working people's train; *ib.* 5573–5575. 5648, 5649. Certain landholders have made advances to promote construction of railways in parts of Ireland; *ib.* 5577. Landholders and agriculturists would be greatly benefited by an extensive reduction, but would not be willing to give any security to carry out scheme; *ib.* 5578–5582. Average cost per mile of keeping up permanent way in Ireland about 80*l.*; more in England; upon Dublin and Wicklow line about 85*l.*; *ib.* 5616–5621. Is supplied with a large quantity of traffic from mines at Vale of Avoca; increase since accommodation afforded; rate charged fairly remunerative; mining companies pay high dividend; not a fair test of charge to reckon rate as a per-centage in value upon goods carried; *ib.* 5623–5630.

General reduction of rates and fares would lead to increased profits; *Roe* 5811, 5812. Best accommodation at lowest possible price needed in Ireland; *ib.* 5903. Reason why it is not to the interest of the public that Irish railways should be leased to any English railway company, but they might be efficiently worked as one company if amalgamated; *Grierson* 5925–5930. Condition, working, &c. of Irish lines at present, witness thinks, satisfactory; *ib.* 6032–6036. Expenses of working, &c. as compared with English lines; *ib.* 6039–6043. Amalgamated companies, though worked more economically, generally pay higher wages than small ones; *ib.* 6044–6056. Not too many lines in Ireland at present to be profitable to shareholders, but competing lines should not be permitted; *Lanyon*, 6169–6174. Some Irish railways being insolvent, witness cannot say why powers to construct more are being applied for; *ib.* 6175–6180. Character of population of Ireland, as to their ability to travel much by railway, &c.; *ib.* 6188–6191. Capital of Larne and Carrickfergus line, recently opened, found entirely by shareholders; that for

IRISH RAILWAYS—*cont.*
Belfast and Bangor, also recently opened, by capitalists in England, chiefly by the contractor; *ib.* 6253–6255. Private enterprise in railways in Ireland nearly extinct; *Earl of Clancarty* 6327. Present system of audit almost useless; management of many lines very bad, from directors trying to force a dividend; *ib.* 6331–6338. Insolvent state, cost of construction, bad management, &c. of Cork and Bandon Railway; *Shaw, W.* 6385 *et seq.*; *Jones* 6463 *et seq.* Facilities now afforded by railways to agricultural shows in conveying stock and implements free, &c.; *Macfarlane* 6518–6522. Want of proper through arrangements; *Shaw, W.* 6454–6460; *Macfarlane* 6527–6535. Facilities between Dublin and the north-west very bad; no night train; traffic might be six times as large with better arrangements; Irish North-western, being in difficulties, are giving more attention to finance than to developing traffic; *ib.* 6535–6542. Instance of less accommodation since opening of railway than previously; *ib.* 6543. Complaints of bad arrangements of trains on Irish North-western; *ib.* 6556–6558. From want of concert between railways from Galway to Belfast, and reduction of rates, an enormous amount of traffic is lost; *Meldon* 6736–6741. If shareholders desire change in management, they have little chance of obtaining it, all the power being practically with the directors; hardly any English capital invested in the small Irish lines; *ib.* 6791–6800. Reduction of rates and fares and Government aid necessary for full development of commerce of the country; *Boileau* 6804. Ruined state of many of the smaller lines from cost of construction; a line out of use from want of arrangement between two companies; *Perry, H. R.* 6863.

Railways are in a very unsatisfactory condition at present; a bold reduction of fares and rates, especially the former, would be an immense benefit to the country immediately, and to the companies after a year or two, but the latter are afraid of the experiment; Government help desirable,—need not be any loss to the Exchequer; *Parker* 6865. Remote districts where railways are still needed to enable produce to be brought to market; increase of railway travellers must be from the millions to be remunerative; *Bewlay* 6974. 6987–6989. Evils of want of concert between companies; *Pim* 7079–7086. Railways named which were constructed more with a view to developing country than for profit; *ib.* 7087. Labouring classes would ride much more than they do if fares were reduced; *ib.* 7098. Committee at Dublin to obtain information of railway grievances; communications from, and from various parts of Ireland handed in; complaints are chiefly of overcharges, which injure the country traders; *Barrington* 7106–7108. 7123–7130. Recent experiment of cheap third-class excursions on Midland Great Western highly successful with artizans, &c.; *ib.* 7108–7115. Witness believes that if Commissioners would carry on their investigation in Ireland they would obtain better information, and produce a good effect there; *ib.* 7149–7161. This opinion further and more fully enunciated; *ib.* 7257–7277. If Government took railways and reduced charges, temporary loss might be met by a penny income tax in Ireland; *ib.* 7166–7205.

Two are bankrupt, several at a standstill, six do not pay dividend to all the preference shareholders, 10 pay no dividend to ordinary shareholders, others pay less than 3 per cent.; detail of the latter class of dividends, and of lines which pay more than 3 per cent., but less than what is considered fair interest; mileage of these various classes given; one line only (the Dublin and Kingstown) whose shares are much above par; *Hancock* 7597–7604. Witness endeavours to show how the public interests must suffer where a commercial speculation is unsuccessful, as in the case of the Irish railways; *ib.* 7605–7607. Causes of the above state of things witness believes to be that many were made without proper previous calculations, from seeing high interest paid by some of the earlier English and Irish lines; *ib.* 7623–7625. Competition will not remedy defects of Irish railway system, although it is the proper principle of commercial management; *ib.* 7627–7631. Amalgamations have gone on but slowly, and will so continue; discontent would be created if amalgamation were allowed to stop competition; *ib.* 7632–7636. Any extensions would be most difficult at present; *ib.* 7637, 7638. Unprofitable present condition not attributable to the state of the country, that having greatly improved; statement in detail of improved condition, which witness considers gives a hopeful future for railway interests; *ib.* 7639–7641. Returns for 1865 show an improvement on 1864; the Dublin exhibition one, but not the only cause of this; *ib.* 7642. 7756–7760. Railway traffic not affected by emigration; *ib.* 7643. Increased traffic in coal may

IRISH RAILWAYS—*cont.*
be expected; *ib.* 7644, 7645. [*For this witness's remedy for present state of Irish Railways, see* GOVERNMENT ASSISTANCE, &c., IRELAND.] General amalgamation undesirable, unless undertaken by the State, in which case it would be a great advantage; *ib.* 7700–7708. Solvent lines are well managed; *ib.* 7742. One reason why Irish lines do not amalgamate is that the individual interests of certain seaports with which they are connected stand in the way; *ib.* 7767–7771. This also leads to the making of unprofitable lines; *ib.* 7772–7782.

Witness believes Irish traffic is fully developed, that reduction of fares to one-half on business lines would injure receipts; fares can scarcely be too low on pleasure lines; *Cotton* 7824–7825. Labouring classes can hardly afford to travel in Ireland at all; *ib.* 7827, 7828. No room for competition; in the only instance of which witness is aware, it has been useless to the public, and injurious to the companies; if commenced, probably the opposing parties would half ruin one another, and end by combining and raising the fares; *ib.* 7916–7930.

Witness believes that an amalgamation of all the lines north of Dublin would be advantageous to the companies and the public; no room for competition, nor sufficient traffic to warrant low fares or experiments; *Shaw, T.* 8357–8383.

Past progress of railway construction in Ireland; *Galt* 8475. Present financial condition very bad; unpopularity of management and badness of arrangements prevent traffic from being fully developed; *ib.* 8476–8479. Fares much higher, and number of passengers considerably less (in proportion to population), than in England and Scotland, as shown by Board of Trade returns; *ib.* 8480–8483. Witness can speak from personal observation of want of proper railway accommodation; *ib.* 8484, 8485. Quotes a letter from a late principal magistrate of Coleraine showing the grievances under which that town labours from unfair railway arrangements, and stating that a proper reduction of fares and the adoption of better arrangements would be the salvation of the country; if it were required, nobody would object to a penny income tax in Ireland to effect this; *ib.* 8485. Injurious effects of lines being so much in the hands of preference shareholders; *ib.* 8487, 8488. Desire in Dublin for carrying out the Act of 1844; *ib.* 8489, 8490.

Not so much traffic to develop as here, nor so much energy to develop what there is; *Sherriff* 16425–16,427.

Rates are high, speed low, trains few, and dividends small. Too many officials; lines are over governed; *Huish* 16,011–16,015. 16,030, 16,031. Great Southern and Western is very well managed, and is the most successful line; *ib.* 16,032–16,031. Irish railways have cost less per mile than English; *ib.* 16,068–16,073.

Information received by Commission, witness believes, is incomplete; better would be got by local inquiry (as suggested by Mayor of Dublin); *Chadwick* 17,297. 17,308.

Letter from the Chancellor of the Exchequer (Mr. W. E. Gladstone) to the President of the Commission, requesting that the facts connected with question of Irish railways may be at once collected and presented to the public; *App.* P. Statement of Mr. G. W. Shannon as to obstructive policy followed by directors of; *App.* R. Returns (extracted from Board of Trade returns) by the several railway companies in Ireland, showing the traffic in passengers and goods during the year 1863; *App.* AA. Statistics deduced from preceding return, and comparative summary; *ib.* Return by the several railway companies in Ireland of their authorized share and loan capital, and of the sums received in respect of their ordinary capital and preferential capital, and debenture stock or funded debt on 31st December 1863, specifying the rate per cent. of the dividends for 1863 on each of the said capitals; showing also the loans outstanding on 31st December 1863, classified according to the several rates per cent. of interest, and the capital authorized and paid up for subscriptions to other undertakings, whether such are on lease to or worked by the subscribing company, or are independent; *App.* AA. List of companies who have either abandoned their undertakings or have allowed the powers granted by Parliament for the compulsory purchase of land required for their construction to expire previous to the 31st December 1863 without such powers having been exercised; *ib.* Table showing for the railways in Ireland,—1. The capital authorized; 2. The capital raised on ordinary shares, preference shares, debenture stock, and loans, upon 31st December 1861 to 1864 respectively: and as regards the lines opened,—3. The receipts from traffic and the working expenses during those years; 4. The interest on preference and guaran-

IRISH RAILWAYS—*cont.*
teed shares and debenture stock, and on loans calculated on the amounts paid up on 31st December in each year; and 5. The proportion per cent. which the surplus income bears to the ordinary share capital, and proportion per cent. which the net receipts bear to total capital; *App.* AB. Communication from Lord Mayor of Dublin respecting railway rates and charges; *App.* AF. List of Irish railway companies incorporated previously to 1855 who obtained powers to make new railways and to raise capital for the construction of the same in 1855 and subsequent years; the length of such lines and capital authorized, together with the length of such lines opened for traffic at 31st December 1864; *App.* AJ. List of railway companies incorporated in 1855 and in each succeeding year, showing the length of railway and capital authorized in each year, the length open at 31st December 1864, and capital raised to same date; *App.* AK. Statement as submitted by the Lord Mayor of Dublin to the Royal Commissioners on Railways, showing cause of complaints on Irish lines; *App.* AM. Statement from the Public Works Loan Board of loans advanced by Government to Irish railways, made up to 26th May 1865; *App.* AO. Statistics affecting the value of certain railways in Ireland; *App.* AQ. Statement of loans and interest thereon to certain Irish railways; *App.* AR. Abstract of returns, showing—1. General particulars and cost of management. 2. List of agreements made with other companies, giving their dates, periods, and a short sketch of the nature of each. 3. Statement of mortgage debentures, bonds, and other loans from the commencement, showing amounts, rates of interest, dates at which to be repaid, &c. 4. Particulars of goods traffic. 5. Particulars as to passenger fares and parcels; *App.* AW. Replies received from several of the Irish railway companies to extracts from evidence sent to them for explanation or remark; *App.* AX. Letter from Mr. Dargan on Irish railways; *App.* AY. Table showing want of success of Irish railways as commercial speculations; *App.* AZ. Returns received from the Post Office as to the service rendered to that department by the Irish railways; *App.* BA. Statement of Irish railways classified according to the dividends paid; *App.* BG. Abstract of returns from Irish railways on charges for various kinds of goods; *App.* BH. Letter from the Lord Mayor of Dublin, enclosing resolution on Irish railway reform; *App.* BQ. Debenture loans outstanding, December 1864 (including Government loans); *App.* CS. Memorial of certain of the companies to the Lords Commissioners of Her Majesty's Treasury, praying for legislation to enable Government to lend money to pay off their debts, &c., and finish the construction of their railways; also financial and statistical statement in relation thereto.—April 1866; *App.* CX. Letter and proposal from the Irish Railway Reform Committee in regard to Irish railways; *App.* DC. Letter from Lord Naas to the Chairman on the subject of Irish railways; *App.* DF. Further statement by Mr. G. W. Hemans regarding; *App.* DP. Letter from Mr. W. Malcomson on; *App.* DQ. and DZ. Resolutions adopted at various towns in Ireland with reference to railway reform; *App.* EB. Statement on, prepared by the Irish Railway Directors' Conference. Their present position, and how (without any loss to the Treasury), at reduced interest, they could be materially improved financiallyand the public better served; *App.* ET.

See also—
AGRICULTURE.
ALLPORT.
AMALGAMATION.
BAGOT.
BARRINGTON.
BELFAST & NORTHERN COUNTIES RY.
BEWLAY.
BIDDER.
BOILEAU.
BRADY.
CATTLE TRADE.
CAWKWELL.
CLANCARTY, EARL OF.
COAL TRADE.
COOPER.
COTTON.
CORK AND BANDON RAILWAY.
CORK AND YOUGHAL RAILWAY.
DARGAN.
DELAHUNTY.
DERRY AND COLERAINE RAILWAY.
ENNIS.
FASSIAUX.
FEARNLEY.
FORBES.
FOX.
GALT.
GAUGE.
GOVERNMENT ASSISTANCE, &C.
GREAT SOUTHERN AND WESTERN.
GRIERSON.
HANCOCK.
HAUGHTON.
HEMANS.
HILL.
HUISH.
INTERCHANGE OF TRAFFIC, 2.
IRISH FISHERIES.
JONES.
LANYON.
LONGFIELD.
LUCAN, EARL OF.
MACAULEY.
MACFARLANE.
MALCOMSON.
MALLET.
MELDON.
MINERAL PRODUCTS.
MULVANEY.
MURLAND.
PARKER.
PERRY, H. R.
PIM.
RATES AND CHARGES, &C., 3, 5.
ROE.
RYAN.
SHAW, T.
SHAW, W.
SULLIVAN.
THIRD-CLASS TRAFFIC.
TINSLY.
TURF.
WATER CONVEYANCE.
WATER POWER.

IRON:
Cause of failure of attempt to smelt iron with turf; *Mallet* 2197, 2198.

IRON TRADE OF STAFFORDSHIRE:
Representation by South Staffordshire Ironmasters' Association to railway companies as to inequalities and anomalies in tariff of that district, especially with respect to the London market; *Williams* 10,115–10,120. Report of Association on the subject given in; *ib.* 10,121. Appendix to report given in; *ib.* 10,407. No special rates recently given, so far as witness is aware; *ib.* 10,223, 10,224. Inequalities of rates not owing to competition; causes of inequalities; the position of South Staffordshire demands that lowest possible rates should be charged; *ib.* 10,245–10,248. Low rates from the Middlesborough district to London in consequence of water competition; this presses hardly upon the South Staffordshire district, which has to pay a much higher rate, partly (as witness considers) to make up for loss on the former; discussion of this point; *ib.* 10,248–10,264. The canals and railways to London (from the South Staffordshire district) are really a monopoly; *ib.* 10,274–10,276. Rates on Birmingham Canal same as railway rate to Liverpool; *ib.* 10,277–10,279. Discrepancies in rates, which the Ironmasters' Association desire to see remedied; *ib.* 10,280–10,283. Explanation of principles upon which Association desire a uniform mileage rate to be founded; *ib.* 10,284–10,303. This would cause an increase in a few cases, but there would be a considerable reduction on the whole; *ib.* 10,305–10,310. Further illustrations of inconvenience caused to iron trade by present rates; favouritism in fixing rates; *ib.* 10,358–10,366. A new line would not improve matters; *ib.* 10,367–10,371. Great increase in conveyance of goods between London and Staffordshire within the last 20 years; rates were considerably reduced by competition during part of that time, but are now as high as ever. The trade was better served by canal than it now is by railway; delays frequently occur, but iron reaches London on an average much more quickly than it did by canal. Various advantages of railway transit admitted. Companies are dilatory in attending to complaints; *ib.* 10,373–10,402. Complaint of improper classification of goods. Should be at option of freighter to declare goods damageable; *ib.* 10,403–10,407.

Objections to a uniform mileage rate; *Cawkwell* 11,637 *et seq.* Observations and explanations relative to some of the preceding statements; *ib.* 11,657 *et seq.*

Differential rates given by railway companies in favour of new iron districts in the north very prejudicial to interests of Staffordshire iron districts. Table of these rates given in; *Mathews* 10,450. Favourable sea rates to London increase the disadvantage. The iron being admitted to Staffordshire districts on such low terms, should be let out as reasonably. The remedy proposed is to make the mileage rate uniform throughout each district. Instances of unequal rates quoted; *ib.* 10,451–10,454. Witness's proposition is that the rate between the Middlesborough district and Staffordshire should be the same each way; *ib.* 10,454. This is already so witness believes; *Grierson* 11,866. If rate from Middlesborough were raised, it might force the traffic over some other line; *Mathews* 10,460. Complaints of heavy rates for short distances, and excessive terminal charges; Table given in in proof; *ib.* 10,462–10,469. Rates quoted by Mr. Mathews are incorrect; Table given in; *Morris* 14,119. 14,126. Further argument for equality of rates. If lowered in one part to compete with water carriage, they should be made equally low over the whole system; *Mathews* 10,498–10,506. Witness believes this would not discourage reductions. Discussion of these points; 10,507–10,521.

Answer to above on behalf of railway companies; *Cawkwell* 11,657 *et seq.*; *Grierson* 11,854 *et seq.*

Complaint that foundry trade of South Staffordshire is restricted by unequal rates and excessive insurance

Iron Trade of Staffordshire—*cont.*
charges. Companies should be bound to give freighters option of sending at their own risk or at that of companies; they have admitted the principle, but have not gone far enough. Suggestions for new arrangements for classification; *Perry, T.* 10,605 *et seq.*

With regard to Mr. Williams's complaints: he has given the rates per ton per mile, but has omitted to deduct terminal expenses, &c. Witness considers that Great Western Company have acted very favourably towards Staffordshire iron trade; they have quite recently reduced the rates to London. Discussion of discrepancies between the Sheffield and the Liverpool and Manchester rates on iron. Company of course hope to benefit themselves as well as their customers by above-named reduction; *Grierson* 11,810–11,824. Railway companies greatly helped South Staffordshire during a recent strike by bringing coals at almost nominal rates; *ib.* 11,836. Witness admits the Liverpool rate to be high as compared with the Swansea rate; *ib.* 11,825–11,835. Low rate to Swansea is brought about in part by canal competition; reasons for including expenses of collection and delivery in the Liverpool and not in the Swansea rate; *ib.* 11,837–11,841. Such competition in rates as Mr. Williams desires is impossible. Witness shows how he considers that Staffordshire receives great consideration from railway companies; *ib.* 11,846. Companies really do act in respect to collection and delivery on the principle Mr. Williams desires; *ib.* 11,846–11,852; also they deliver the iron promptly; *ib.* 11,852, 11,853. Mr. Gibbs has based his evidence on mileage rates, omitting to deduct terminals, so that his figures are all wrong; corrected Table given in; *ib.* 11,880, 11,881. Discussion as to the difficulty of giving mileage rate and terminal charge as separate items; *ib.* 11,882–11,892. Witness considers that Mr. Gibbs' evidence answers itself; *ib.* 11,893.

Rates spoken of by Mr. Mathews are exceptionally low specially to accommodate himself and other ironmasters; company could not afford to charge all their traffic at like rates; *Morris* 14,120–14,125. The same rate is always charged in both directions between any two places; *ib.* 14,128, 14,129. Denial that charges are excessive; North Staffordshire Company pay but 4 per cent. dividend; *ib.* 14,130–14,133. Parties have a power of appeal to Board of Trade, but have never exercised it; *ib.* 14,134–14,142. Rates quoted to show that Mr. Mathews is mistaken when he states that company exceed their parliamentary maximum; *ib.* 14,143–14,145. Under sects. 81 and 82 of 10 & 11 Vict. c. cviii. company have power to exceed their maximum when they perform the duties of common carriers; *ib.* 14,153. Account of dispute as to a certain rate between company and Mr. Mathews and its settlement; *ib.* 14,154, 14,155. Company's charges for short distances are always within parliamentary maximum; *ib.* 14,157. Mr. Mathews uses canal considerably, which is cheaper than railway, but he sends a good deal by rail also; *ib.* 14,167–14,173. Correction of a mistake made by Mr. Mathews as to larger and smaller charges; *ib.* 14,175. Company have found it advisable to provide all the waggons; this has given general satisfaction, and witness believes it to be the best plan for mineral traffic; *ib.* 14,176–14,186. A uniform mileage rate would be practically prohibitory of much of company's traffic; this would probably be an advantage to Mr. Mathews, but would be very prejudicial to district; *ib.* 14,197–14,200. 14,207–14,210. Company's rates are the result of many years' experience; some are almost unremunerative, but district (which is in a highly prosperous condition) would cease to be a producing one if raw material were not carried at very low rates; *ib.* 14,228–14,331. Company give special rates for large quantities, but treat all comers alike; *ib.* 14,232–14,235. A month's notice of alterations given; general publication impossible; *ib.* 14,236–14,238.

See also Allport. Cawkwell. Grierson. Mathews. Morris. Perry, T. Rates and Charges, &c., 5. Williams.

Irregularity of Trains. *See* Passengers' Luggage. Traffic Arrangements.

Irvine, Mr. H. M. D'Arcy:

Memorial from, as to the Enniskillen, Bundoran, and Sligo Railway; *App.* BS.

Irvinestown:

Memorials from, and remarks thereon by the Irish North-western Company; *App.* BR.

Italy:

Particulars of railway service between towns in; *App.* DN.

J.

Jones, Mr. William Bence. (*Analysis of his Evidence.*)
Is a landed proprietor in the county of Cork; has resided there more than 20 years; 6461, 6462. Whole of traffic of West Riding of county of Cork, with a small exception in the northern part, depends upon one line of communication; main line of communication from Cork to Bandon; 6463, 6464. 6505. When line opened. Cost per mile. Difficulties before railway was opened. At first taken up by preference shareholders; is now managed by first preference shareholders. Mentions directors' names, and where resident. Not necessarily required to hold original shares; 6465–6470. First preference shareholders have always received their dividend, but second not so regularly. Amount of loan capital, and interest paid. How much represented by first and second preference shares, and by original shares. Original shareholders have received nothing since line opened. Market value of these shares; 6471–6476. 6489. Bandon district capable of producing a considerable quantity of traffic. Amount earned by railway. If fares were lowered, it would be beneficial to the public, but cannot say whether it would be profitable to company; 6476–6479. Real difficulty is that present managers of railway being interested only in preference capital, upon which they receive a dividend, have no interest in developing traffic. Were company solvent, would promote extensions; all traffic from extensions must pass over the line. Company do not stand in the way of extensions, but cannot promote them for want of money. An extension partly finished, called West Cork Railway. Describes the favourable nature of the country for making this railway. Originally intended to go to Skibbereen (32 miles). Completed 17½ miles out of 18, and was obliged to stop for want of money. Has applied to Parliament for power to raise more. Line will cost considerably over 20,000*l.* per mile; engineer estimated that it could be done for 4,000*l.* Enormous increase of cost caused by there being only 10,000*l.* embarked in it. Whole done by taking shares into the market and getting rid of them at any price. Everybody, except labourers, paid in shares. Tried to get a *bonâ fide* contractor, but failed; got into the hand of people who carried on lines on credit; 6480–6488. Does not think the Cork and Bandon Company can be in arrear to Exchequer Loan Commissioners, as there has never been any statement that first preference shareholders did not receive theirs, and Commissioners would take precedence of preference shareholders. Interest upon mortgage loans also must have been paid, as that would be a first charge before preference shares; 6489–6493. Preference shareholders elect directors; 6494. 6514. If West Cork railway had been made for estimated cost, it would have paid a fair dividend; cannot say what dividend would have been paid on the other 14 miles. From arrangements made in Bill before Parliament it is pretty clear that preference shareholders will get something, and others none; such a system very discouraging; 6495–6497. How far witness's residence from station at Bandon; has property near Cork that would be benefited by railway being opened. Branch lines from trunk lines to Cork and Bandon would be an immense benefit to the country. Bandon line, bad as it is, has been of incalculable benefit to district. A little agricultural produce carried into Cork by carmen. If rates were moderate, this traffic would go by railway. Course adopted by the farmers to get their butter to the market; 6500–6504. 6506, 6507. Would suggest as a remedy for present state of things that Exchequer Loan Commissioners should have power to advance money wherever there was a *bonâ fide* traffic available; 6508. Would buy up preference shareholders. Does not know market price of preference shares; they are seldom sold; 6509–6513.

Junctions:

Complaints of very great delay of coal traffic at; *Brown* 11,192.

Juvenile Offenders:

Defective and anomalous state of the law as to punishing children for throwing stones, &c.; *Teulon* 16,579–16,581. Witness hands in two forms of clauses which he thinks might be adopted to remedy this; *ib.* 16,585.

K.

KENYON AND LEIGH RAILWAY. *See* CLARK, MR. C.

KILLARNEY:

Great traffic to, in summer time, but not so much as might reasonably be expected; the large hotel there, though exceedingly well conducted, does not pay; *Haughton* 4686–4688.

L.

LABOURERS:

Demoralization and mischief occasioned by want of proper regulations for the labourers engaged in the construction and working of railways; *Chadwick* 17,179.

LANCASTER, MR. JOHN. (*Analysis of his Evidence.*)

Is a coal and iron master, and connected with Wigan Coal and Iron Company; 15,536, 15,537. Considers there should be no terminal charge for coal, iron, and raw materials; reasons; 15,538, 15,539. 15,598–15,605. Would have a fixed maximum terminal charge; should be uniform for same services, and not higher for London; should not include cartage. Witness now pays 2*d.* per ton under an arrangement made with the London and North-western and Lancashire and Yorkshire Companies. If terminals were fixed by Act of Parliament rates should not be increased; before arrangement charge was irregular; 15,540–15,545. 15,552–15,558. What services terminal charge should cover; should be defined and kept separate; 15,546–15,551. 15,559–15,562. When goods go upon two lines only one terminal should be charged. Great Western charged 1*s.* 2*d.* for conveying coal from North-western railway to certain gasworks at Wolverhampton (about a mile); have now taken off 2*d.* charged for terminal; considers this charge illegal and unreasonable; 6*d.* should cover the whole for these services. Rates fixed by Act of Parliament for coals for certain distances; 15,563–15,581. 15,583–15,597. In some parts of country coal owners find the trucks; 15,582. Is quite satisfied with the ordinary short rate in the general Acts. Great Western have a short mileage upon the fixed tolls; reason other companies have not this exceptional power. If a general Act fixed a maximum toll, giving companies power to go below it, would do away with necessity of reciting tolls and charges in each particular Act; 15,606–15,615. Inconvenience suffered by traders in consequence of detention of waggons; are sometimes detained 14 days in going 24 miles; minimum time seven days; has sometimes to pay demurrage for keeping the vessels waiting; if detained beyond a certain time companies should pay demurrage at the rate of 1*s.* 6*d.* per day; does not consider this charge too high; is the rate charged to traders by North Staffordshire Company. To what extent companies should be liable; 15,616–15,624. 15,644–15,659. 15,662–15,665. Detention generally arises from companies giving the preference to other and more remunerative traffic; 15,625. 15,660, 15,661. If companies were liable to demurrage they could not refuse to take goods on consignment until they had already forwarded them outwards; are not bound to deliver within a certain time. Would not go so far as to ask that private owners should be admitted to the clearing house; 15,626–15,632. 15,666–15,668. Is averse to railways finding rolling stock; doing so would not require a much less quantity, but would render less sorting of waggons; reason why each trader would require his own waggons to be returned; 15,633–15,643. Where waggons detained accidentally companies have never given a drawback; in such a case would not ask for it; only ask that no preference should be given to other traders. Does not want companies to carry at one uniform rate, but would have maximum toll fixed, so that traders would know extent to which they might be charged in sending goods from one part of England to another; might carry as much lower as they pleased; 15,669–15,673.

LANCASHIRE AND YORKSHIRE RAILWAY:

Former unremunerative state of, led company to apply for increased rates; this did not arise from competition; *Cawkwell* 11,679, 11,680.

Answers to various complaints made by witnesses from Rochdale; *Smithells* 12,952 *et seq.* Company run numerous third-class trains at express speed; *ib.* 12,998.

LANCASHIRE AND YORKSHIRE RAILWAY—*cont.*

More passengers carried on this, witness thinks, than on any line in the kingdom; in 1865 the number was over 20 millions; *ib.* 13,000. Some of company's goods traffic does not pay; company continue it notwithstanding. Among other reasons for this are, the back traffic obtained, and the fear of Parliament granting competing lines; *ib.* 13,015–13,027. There is a considerable road traffic between Bury and Manchester, though company carry at low rates; *ib.* 13,023. Company obtained increased rates from Parliament for goods and passengers on account of cost of line; extent to which this power is used; *ib.* 13,070–13,082. But few packed parcels forwarded over company's line; *ib.* 13,096. Parcels can only ordinarily be conveyed where company have through rates, but they will undertake to forward them to places beyond; *ib.* 13,103–13,108. Company keep ledger accounts open with their customers; bills have to be paid within a month; *ib.* 13,099–13,101. Payment for parcels; *ib.* 13,110–13,114. No complaints from customers as to terminals; company do not include collection and delivery in their charge, nor do they adopt clearing house terminals in fixing their local rates; *ib.* 13,150–13,178. Very considerable excursion traffic, which pays, and does not much interfere with ordinary traffic; *ib.* 13,186–13,189. Company issue return tickets largely, but not many third-class; the fare being so low; *ib.* 13,190, 13,191. 13,212. Company have a large and increasing third-class traffic; second-class is also increasing; *ib.* 13,208–13211. A little competition by omnibuses; *ib.* 13,215. Witness does not think that a general reduction of fares would much stimulate traffic; an experimental reduction over a portion of line is being tried at present, but witness is not sanguine as to result; *ib.* 13,216–13,226. Fares are already very low, but many of them are good paying ones; the tendency has been to reduce, and the result so far is satisfactory; *ib.* 13,227–13,235. Company endeavour to meet public wishes in the matter; *ib.* 13,240. Should dividend average 8 per cent. for three years (which witness hopes it will), tolls and fares will be subject to revision by Board of Trade. Question as to whether this could be evaded; *ib.* 13,241–13,250. Dividend for the year 1865 was 5⅞ per cent.; *ib.* 13,251.

See also SMITHELLS.

LAND, INCREASED VALUE OF:

Land, houses, quarries, &c. have considerably improved in value from contiguity of railways in numerous instances, but circumstances are so various that witness could not suggest an average improvement in value; *Hawkshaw* 14,636–14,645.

Property is frequently incidentally improved by lightening of rates consequent upon the unduly heavy proportion railway companies are compelled to pay; *Teulon* 16,448. If roads are tolerably level, value of agricultural land is improved for five or six miles from railway to the extent of 15 to 35 per cent. according to proximity to station; if near London, several hundreds per cent.; *ib.* 16,582–16,585.

Increased value of land from introduction of a railway averages 2*s.* 6*d.* an acre per annum; *Chadwick* 17,200. Local inquiries needed as to increased value imparted to land by improved means of transit; *ib. Addendum, page* 854.

LANDOWNERS:

Should not be paid in shares; *Hancock* 7611–7615.

LANYON, MR. CHARLES. (*Analysis of his Evidence.*)

Is a civil engineer. With what railways has been connected; is now consulting engineer to Belfast and Northern Counties Railway. Attends the board and is acquainted with system pursued by directors, but duties of traffic attended to by manager; 6057–6063. Time railway has been open. Line from Belfast to Ballymena satisfactory, but dividends reduced since branch made from Antrim to Cookstown; 6064, 6065. Quotes fares, and states that third-class return tickets are issued by all the trains, except express; at all stations; market trains are also run at an average rate of ½*d.* per mile. Four trains a day from Belfast to Londonderry. Trains same as when Londonderry and Coleraine line separate. Fair passenger trade. No variation in fares since railway opened, except giving third-class tickets, which had the effect of increasing the third-class, and depreciating the second; result profitable to shareholders; 6066–6076. Rate at which Londonderry and Coleraine line worked; formerly paid a rent of 10,000*l.* a year, which was an annual loss to company. Line previously worked by Mr. Rowe; is

LANYON, MR. CHARLES—*cont.*
not aware whether it was profitable; traffic has changed. Thinks there has been no alteration made in the fares; 6077–6083. Names manager of railway. Is not aware that Mr. Rowe reduced the rates; cannot speak as to the receipts. Worked line for remainder of lease before altering agreement; 6084–6090. When competing line by Omagh and Dungannon opened, and effect it had upon the receipts. Second competing line opened from Londonderry to Belfast. Coleraine line a little shorter. Both companies charge same rate, competition between the two extremities only; 6091–6102. 6170. Same rate charged on whole of line between Londonderry and Belfast as on part between Belfast and Coleraine. Traffic in passengers and goods equal; is not considerable; 6102, 6103. Coal is much used for manufactories at Ballymena, and also for household purposes. Rate at which carried; 6104–6110. Up to last year was a considerable traffic in cattle. Reasons why a demand for coal inland would not materially increase if rates were reduced. Would be a large consumption. In towns near to railway stations consumption much increased. Demand increasing. Is not aware that in England 1*d.* per mile is a heavy rate, but having a long haulage would make a considerable difference. Gives gradients in Northern Counties line and loads drawn by one engine. Maximum train loads much better in England, because gradients are better. Description of coal consumed in North of Ireland, and price at Belfast; 6111–6128. Condition of Northern Counties line as to permanent way and rolling stock satisfactory, but line from Coleraine to Londonderry is in a very bad state. Not so intimately acquainted with railways in other parts of Ireland; believes some of leading lines well worked; 6129–6141. Question of lowering fares frequently came before the board. Third-class fares lower than average in Ireland. A reduction would largely increase traffic, but does not know whether receipts would be increased. Issue of third-class return tickets profitable to company. Will not say that market tickets were not so; traffic much increased; are issued for all classes; 6142–6159. If rates were lower shareholders would permanently suffer. Does not think many more would travel who now walk. Third class principally ordinary labourers and farmers; 6160–6167. Owing to there being a thin and scattered population, traffic could not be carried so cheaply in Ireland as in England. District round Belfast very populous and prosperous. Not too many railways in Ireland; competing lines should not be allowed. Some of the Irish railways in a state of bankruptcy. Does not know why new lines are being constructed; 6168–6180. With exception of neighbourhood of Belfast, Irish people are less able to pay high rates than English; 6181. Rates should be high because population is not so dense, and people are so poor that they cannot pay high rates, are two things quite compatible as facts. Low rates should be charged if a railway company is to be of use to population. Does not know fares charged by Bianconi's cars. Rates (particularly third class) being lower in England than in Ireland where people are not so well able to pay high rates, is attributable to difference in numbers carried; 6182–6187. Difference between farmers and labouring class in Ireland and in England. On holidays a large excursion and pleasure traffic from Belfast among labouring class connected with manufactures; 6188–6191. Amalgamation of lines in north of Ireland most important in the interests of shareholders and the public. Great want of amalgamation between three lines from Belfast to Dublin. Difference in value has been the great obstacle in the way of lines being amalgamated in Ireland. Negotiations for amalgamating Belfast Junction and Drogheda lines failed; 6192–6197. Advantages that would arise from amalgamation of Irish railways; 6198. Great delays caused by necessity for consulting various interests. Dividends paid by Ulster, Belfast Junction, and Drogheda lines; 6199, 6200. Ireland might be divided into districts, whether two, or three, or more, would require great consideration. All lines under one management would not be desirable. Reasons why more difficult to manage than London and North-western Company or other large English lines; discussion thereupon; 6201–6212. Would have all the small railways merged into the larger ones; is quite in favour of amalgamation as a principle; shareholders would not offer much opposition; 6213–6215. 6280, 6281. In several districts traffic is still carried on by carts; necessary for railways to secure this traffic. As to what distance cheaper to carry by road than by railway. Northern Counties, by lowering fares, have absorbed all the road traffic with profitable result to company. Is not aware of any great traffic with cars in districts accommodated

LANYON, MR. CHARLES—*cont.*
by railways; 6216–6229. Loans might be given to railways in Ireland at a less rate of interest than could be obtained in the market, as they have not same advantages as English railways. Points out in what way it would be an assistance. If loans obtained fares should be reduced to extent of saving effected. Reduction should apply to passengers, cattle, and minerals; 6230–6235. Carries large quantities of coal on Ballymena railway, owing to great facilities in connexion with Belfast harbour. Ulster railway has no communication with the harbour. Carries a very small quantity of coal, as canal runs parallel with railway, by means of which a great coal traffic is carried on into interior of the country at very low rates; 6236–6241. Amalgamation of smaller railways into larger ones must be by Parliamentary compulsion. Upon what basis compulsory power should be formed. Has not known an instance in which Parliament has been asked to pass a measure for compulsory amalgamation; 6242–6247. 6280–6282. If Government lent money to Irish railways, would have to do so to those English lines paying low dividends; 6248, 6249. Interest of shareholders should not be sacrificed to interests of public, and *vice versâ*. Witness has just finished the Bangor line and the Larne and Carrickfergus line. Capital of latter found by shareholders, of the former principally by the contractor. Capital about 20 per cent. more in consequence. Gives amount subscribed, cost of making railway, price paid for land, description of the line and traffic upon it, and arrangement made with contractor; 6250–6279.

LAW AND LEGAL DECISIONS:
Contradictory, in consequence of wording of Railway and Canal Traffic Act, causing great injury and hardship; *Oxlade* 1876.
Uncertainty and indefinite state of the law as between railway companies and the public, and necessity for its amendment. Companies should not have power to refuse to carry goods if they think fit, as they at present have; *Corbett* 11,057–11,066. Should be subject to same rules as common carriers; *ib.* 10,059.
Court of Appeal unnecessary; *Grierson* 13,390. Does not think county courts are more resorted to in small actions against companies than they were formerly. A great number of actions brought against Great Western Company; on what account brought. Have removed one or two into the superior courts to get an interpretation of the Act; 13,395–13 398.
Conflicting legal decisions as to right of Post Office to exchange bags at intermediate stations when in charge of guard who travels as a passenger; *Page* 14,960.

LAWTON, MR. ROBERT. (*Analysis of his Evidence.*)
Is a machine broker and general dealer at Rochdale; 1412, 1413. Railway charges are much higher at Rochdale than to other towns of greater distances in the neighbourhood; 1414–1428. 1447–1451. There is no competing line to Rochdale; the charges are 25 or 30 per cent. more than to Oldham; 1429, 1430. 1442, 1443. There are machine brokers at Oldham; they have better markets, and can pass their goods for 25 per cent. less to any part of England than witness can. With heavy machinery the cost of transport affects the price. Has often complained to the officials at Rochdale station. They give witness a fixed rate. The high rates at Rochdale prevent the opening of manufactories; it applies to all classes of goods; 1431–1441. Suggests as a remedy a competing line to Rochdale, though even then they might amalgamate; 1443–1445. Thinks all railways should carry a certain class of goods at a certain price, and should not be allowed to favour places by giving lower rates; 1446, 1447. Hands in a tabular statement, headed "Machinery and Trains"; 1452.
See also SMITHELLS.

LEASING RAILWAYS:
1. *Generally.*
2. *By Limited Liability Companies.*

1. *Generally:*
Midland Railway Company at one time leased their line, and their rolling stock and permanent way were allowed to get into bad condition. The public were served properly. There were clauses in the lease to prevent deterioration, but they were found to be defective; companies leasing a line would look more to present than ultimate profit. There would be no difficulty in securing owners of railways against injury; *Dargan* 5676–5687. Leasing company should have a maximum fixed, but

1. *Generally*—cont.

should be allowed to reduce as much as they liked. Maximum should be lower than present rates; *ib.* 5688–5691.

System of leasing which prevailed extensively is now almost wholly given up, from difficulty of compelling leaseholders to maintain line in good and proper condition; *Hawkshaw* 14,588–14,591.

2. *By Limited Liability Companies:*

Practicable and desirable to work railways by limited liability companies. From experience, witness knows that they can be advantageously sub-let to and worked by a small company without deteriation of rolling stock or permanent way. Contracts must be so framed as to make it the interest of lessees to keep everything in good condition. Discussion of this question, and statement of its advantages. Companies might be allowed to do it without special parliamentary sanction, but subject to general conditions. Feeling is hardly ripe for it yet; *Bidder* 16,793–16,806. Limited companies would be in a better position for reducing charges than present ones. As to constitution of such companies; *ib.* 16,811–16,815. Witness thinks that cost of working could be more easily reduced by a limited than by an ordinary company, by means of giving employées an interest in economy; *ib.* 17 144–17,147. By a "limited" company, witness means a company without an Act of their own under the Limited Liability Act. Witness does not think that at present companies can sub-let to a small number of persons. If a Permissive Act were passed, he believes that some companies would avail themselves of it; *ib.* 17,149–17,159.

Lees, Mr. Henry. (*Analysis of his Evidence.*)

Is a director of the Edinburgh Chamber of Commerce; has been 18 years manager of Edinburgh, Perth, and Dundee railway, and filled other official capacities in connexion with railway companies; 9278–9282. Will give own experience of railway management; 9283. Railway and Canal Traffic Act of 1854, passed to prevent obstructions to free interchange of traffic, and to give facilities of interchange between various lines, has entirely failed. Mentions case where there was an obstruction to traffic at Perth (where four railways met) in consequence of Scottish Central Railway becoming interpolated between the station and line of Scottish North-eastern; obstruction arose from a defect in the Act; anticipated evil was represented to Committees of both Houses of Parliament, but they passed the bill; 9284–9289. 9292–9297. 9307–9313. 9416, 9417. Proposes as a remedy in such cases that Commissioners should be appointed who should have power to settle like disputes provisionally, so that the convenience of the public should not be interfered with, leaving matters to be finally settled by law or arbitration; party in the wrong would eventually have to pay all costs, &c. In case cited, company would not have gone to law, but to Parliament next year, hoping that another Committee would have taken a different view; 9290, 9291. 9307–9313. 9328–9339. 9351–9361. 9378–9380. If Scottish North-eastern Company had been willing to subject themselves to the six-mile rating clause, inconvenience would not have existed; would have had to charge addition to the public. States how the companies finally settled this matter, and pressure that was brought to bear upon them by London and North-western Company. Discussion as to whether the dispute was not settled more quickly than it would have been by a reference to any other body; 9298–9306. 9314–9327. 9340–9347. Reason why the House of Lords remitted the six-mile rate in the case of the Edinburgh, Perth, and Dundee Company; 9347–9350. Offer that was made by Scottish North-eastern as to interchange of traffic; explains how Act of 1859 affected interchange; 9362–9372. Scottish North-eastern and Scottish Central companies have not amalgamated; expects a great contest this session with Scottish Central and Caledonian companies; 9373, 9374. During interruption of Scottish North-eastern traffic Edinburgh, Perth, and Dundee company attempted to mitigate evil, but were frustrated by Edinburgh and Glasgow company, which was in alliance with Scottish Central. Principle of Act of 1854 was designed to meet such a case, but, in consequence of being too general in terms, it can be evaded; 9375–9377. 9381, 9382. Nothing illegal in the company charging the six-mile rate, but if all companies were to stand upon their legal rights, traffic of the country could not be carried on; should not be deprived of their legal rights. Would not reverse principle of Act, which is expressly confined to enforcing legal rights, but if facilities are

given in one direction by one route, like facilities should be afforded in the other, both as regards through-booking and rates; companies should not place upon one section of the line special rates with a view of obstructing traffic; 9384–9395. Some years ago Great North of Scotland would not grant through-rates for traffic from the south; they should have been compelled, even though there were no through-rates on any part of their line. Parliament gave company power to refuse granting them; 9396–9400. No notice was given to the public, the companies, or the Post Office of the stoppage of the traffic by the Scottish North-eastern; would have some effect if companies were bound to give notice to the public of intended traffic alterations. Notice in this case would only have informed public of the fact, and not in any way mitigated the evil. Both the routes were nearly the same in length. Would compel shorter line to take a portion of through-rate; may be exceptional cases where this would be a hardship; in such cases an additional allowance might be allowed. Commissioners appointed to settle disputes should not overset decision of Parliament; should have power to compel a company to give a through-rate; 9401–9410. 9418–9420. Object of Act of 1854 is that when a company has itself fixed a rate, that rate shall be common to everybody. Would prevent a company having two lines, a long one and a short one, to same point, fixing rates by long line. Is in the discretion of a company having a line running into another line, just before the first comes to a station to charge a considerable sum for the benefit of this particular portion; 9411–9415. Would have Parliament reconsider their legislation with a view of alleviating certain mischiefs. Division of whole mileage rate between companies is not in an equal proportion per mile; very expensive lines with large termini are allowed something more, besides having a terminal charge. In case of two lines competing, one a direct and the other a circuitous line, would have them both carry at the same rates. If a competing company run over a line, say for 30 miles, should have their own mileage rates; through-rates should be charged for a single truck as well as for a whole train, or whether company had a train or not to forward trucks by; 9421–9445. Between Dundee and Carlisle, and all places south of and *viâ* Carlisle, there were two routes, one *viâ* Perth and Greenhill by the Scottish Central and Caledonian railways, and the other *viâ* Fifeshire to Granton and Edinburgh by the Edinburgh, Perth, and Dundee, and thence by the Caledonian, the latter being 31 miles, the shorter route. States injury inflicted in consequence of the Caledonian and Scottish, which were in alliance, refusing through-booking and through-rates to the Edinburgh, Perth, and Dundee; 9446, 9447. What power should be given to the commissioners to remedy evils of this description. Why witness doubts whether Act of 1854 embraces such a case. Explains that there would be no practical difficulty in trains coming south with goods waiting for trains coming from Granton; 9448–9451. Whilst Glasgow route was practically closed, only passengers could book through from Carlisle by a train which met Glasgow train at Carstairs junction. Does not wish to set up opinion as to what commissioners should determine, but merely make suggestions whereby 2nd clause of Act of 1854 would be made more specific; would carry out arrangement of the railway clearing house by Act of Parliament; 9455–9464. States how route between Dundee and Glasgow, by the Edinburgh, Perth, and Dundee and Edinburgh and Glasgow, was closed in consequence of an alliance between Scottish Central and Edinburgh and Glasgow; mentions also that between Edinburgh and Aberdeen there were two routes through Fifeshire by the Edinburgh, Perth, and Dundee; the one *viâ* Perth (134 miles); the other across the Tay *viâ* Broughty (115 miles). The company holding railways north of Perth and Broughty refused to book through by the shorter route, but compelled passengers to rebook at local rates or fares, which together exceeded the through fare by the other and longer route. They also refused to await arrival of trains from the south, and frequently started their trains while the other was at hand. In consequence shorter route was practically abolished. Thinks Act of 1854 quite inoperative to meet this case, therefore commissioners appointed should have a more dictatorial power than would be possessed by a court of law; 9465–9467. Mentions how line traffic was stopped by way of Perth, in consequence of Scottish North-eastern cancelling through-rates and through-booking; also how traffic in coal and pig-iron wholly ceased by through-rates being refused to the Edinburgh, Perth, and Dundee. Delivers in memorandum suggest-

LEES, MR. HENRY—*cont.*
ing a remedy for these several evils; 9468, 9469. As to power that should be given to the commissioners; the number that should be appointed; their duties should be very fully specified; 9471–9478. Parties should appear before commissioners to settle all matters that might arise; should not have same rights as they would have in a court of justice; questions should be dealt with as arbitrations are frequently dealt with; should be no appeal, written pleadings, or appearing by counsel; 9479–9485. Would have commissioners deal with railways very much in the same way as administration deals with emigrant ships; should act according to law, but with a discretion given to them by Act of Parliament; 9486–9488. 9528–9531. Railway interest deserving of greatest consideration; thinks arrangements suggested would in many cases be beneficial to those interests, and obviate many of the evils complained of; 9489–9492. Most of the amalgamations which have taken place within last few years, and all the new lines authorized since 1859, have been subjected to a future general revision of the rates and tolls; discussion upon this question; 9493–9500. 9540–9548. Commissioners should have power to put on trains when necessary, but not to compel companies to enlarge their stations; a necessity for which would not often occur. If any orders of commissioners diminished profits of company they should not be recompensed. Commissioners would have power of reversing and reconsidering their orders upon application made to them. Would allow comfort of public to be considered at the expense of loss to company; 9501–9515. Inasmuch as the power railway companies possess of having whole of carrying traffic of country in their hands, there should be obligations laid upon them to meet wants of country; only obligation now is to run a train at a penny a mile. Companies go a very great length in giving public what they really require, but many cases of hardship exist. Are many cases where trains are withheld, which could be run with considerable profit to company and public. If a manager can possibly get traffic by one train, he will not at different hours put on two trains, although public wants may require two; 9516–9523. Discussion as to Parliament compulsorily reducing rates and tolls as previously sanctioned by them; 9532–9539. Board of Trade have sanctioned within last two or three years two or three additional byelaws. Witness' railway has a double code, one under sanction of their Act, and the other under the sanction of Board of Trade; 9549–9551.

LEGAL DECISIONS. *See* LAW.

LEGISLATION:
Expense of obtaining Act much less in Germany than in England; *Mulvaney* 1155. Companies should have the power of making sidings, branches, &c. without the enormous expense of a separate Act; *ib.* 1847. Railway and Canal Traffic Act enables companies to act unfairly to individuals; the words "undue and unreasonable" should be struck out, and "may" altered to "shall," to compel companies to carry every person's goods; *Oxlade* 1901. Irish Tramway Act, requiring all tramways to be of one gauge, should be repealed; *Mallet* 2216.

Witness sees no objection to including a number of schemes in one Railway Bill (called an "Omnibus" Bill); states why he considers it rather an advantage than otherwise; *Cawkwell* 11,573–11,575.

Witness believes that traders are always allowed to be heard by counsel before committees; they appeared and opposed Amalgamation Act of Great Western some years ago; *Grierson* 13,391–13,394.

Railways are suffering from bad legislation; *Stewart* 14,847. Witness thinks it would be a great misfortune if the two parliamentary inquiries were reduced to one; *ib.* 14,781. Suggests the establishment of a tribunal of the highest order, with powers of sanctioning new lines, &c., Parliament reserving right of appeal and veto. Discussion of this proposition; *ib.* 10,848–10,852. 14,885. Present system of canvassing members would be abolished by this means; *ib.* 14,853, 14,854. Reasons for appeal and veto above mentioned. One advantage of a second hearing is that evidence before first is given with more caution; *ib.* 14,855–14,860. 14,862. Present system of referees is generally approved; *ib.* 14,861. Serious abuse in present system of obtaining Acts, preventing *bonâ fide* investors from embarking their capital in railway schemes, and discouraging lines which are really required; *ib.* 14,873, 14,874.

Witness would not wish to see present parliamentary tribunal altered; *Harrison* 15,310, 15,311.

Expense of present parliamentary procedure so enormous as to amount to a prohibition of a number of

LEGISLATION—*cont.*
useful lines; *Chadwick* 17,181–17,183. Witness thinks that, whether for large or for small things, the whole system of our parliamentary procedure, the tribunal, and everything connected with it, ought to be swept away; in its place should be instituted proceedings somewhat similar to those adopted in carrying out Public Health Act, viz., an application to Board of Trade, who should send down an engineer to make his own survey, and examine witnesses on the spot, &c.; *ib.* 17,184. 17,187, 17,188. An appeal should lie to a central authority sitting in London for the purpose; Board of Trade has already too much business to undertake this. Some suggestions might be taken from French system; discussion of merits of the latter; *ib.* 17,189–17,197. There are general extensive needs which the present legislation fails to accommodate; in regard to railway matters, it stands in the way of the speedy transit and distribution of goods; *ib.* 17,185, 17,186. 17,250, 17,251. 17,260. Further complaint of present unsatisfactory and expensive procedure for obtaining railway concessions in England, and advocacy of local preliminary examinations, &c. Detailed account of French procedure, and comparison between that and English, much to the advantage of the former; *ib. Addendum, page* 849–852.

Witness would like to see system of proving subscription contracts revived and carried out without evasion, in order to check speculative lines; discussion of this question; *Gooch* 17,658–17,574. There have not been latterly, nor are there likely to be again, such severe contests as formerly; *ib.* 15,575–15,576. Letter from Mr. Bullar on; *App.* DR. General List of Railway Acts passed from 1801 to the end of the Session 1866, including those for tramways, and also those for canals and docks owned, leased, or worked by railway companies; *App.* EK.

See also GOVERNMENT CONTROL.

LEGISLATION, DEFECTIVE. *See* LEES.

LEVEL CROSSINGS:
Injurious where traffic is increasing; very prevalent in Germany; *Mulvaney* 1847.

LIMERICK. *See* MALCOMSON. RYAN. TINSLY.

LIMITED LIABILITY. *See* LEASING RAILWAYS, 2.

LINCOLN:
Complaints from, as to improper classification of goods; *Smith* 9045–9110; and of excessive rates as compared with other places; *ib.* 9111–9116. Although served by two railways, there is a want of real competition; *ib.* 9117 *et seq.* Lincoln is at a disadvantage with Gainsborough on account of the water competition to the latter place; *ib.* 9123–9125. Disadvantage also in passenger arrangements, especially in regard to want of proper facilities for getting to and from London; *ib.* 9134–9138. 9167, 9168. Traffic arrangements between Great Northern and Midland Companies prevent all the advantages of competition; *ib.* 9137–9145. If complaint is made to one company they say their arrangements with the other preclude their making any alteration, and *vice versâ*; *ib.* 9164–9166. 9172.

Rates on grain, &c. between Lincolnshire and the manufacturing districts are excessive in amount and are arbitrarily levied. Companies have been appealed to in vain. French grain is delivered as cheaply at Manchester as grain from Lincoln; warehousing and other facilities were denied which were granted to the French trade; but this was for a time only; *Gentel* 9174–9205. 9227–9238. 9274. Instance of application to Manchester, Sheffield, and Lincolnshire Company for alteration in rates, which would have been of great service, refused; *ib.* 9206, 9207. Want of competition to Lincoln may account to some extent for high rates; *ib.* 9208–9213. Lincoln probably suffers from railway companies having larger interests at Grimsby; witness does not object to their having docks there; nor to their charging as low rates as they please to other places, if they would treat them the same; *ib.* 9214–9226. 9239. Tables showing inequalities given in; *ib.* 9239. Exorbitant rates to Burton-on-Trent; *ib.* 9241–9245. Necessity for equalizing rates; further instances of inequalities; *ib.* 9246–9248. Witness does not suppose there is any desire to favour a particular class of traders; a discount is sometimes allowed to those who send very large quantities; witness does not object to this; *ib.* 9249–9259. Low rate to Nottingham in consequence of competition; *ib.* 9260–9262. Passenger fares between Lincoln and Nottingham are one-third higher than beyond Nottingham; *ib.* 9275.

LINCOLN—*cont.*

Answer on the part of the Great Northern Company to Mr. Smith's and Mr. Gentel's complaints, which witness considers are very trifling; *Clarke* 12,555 *et seq.*

Comparative statement of Great Northern grain rates, to; *App.* BI. Comparative statement of grain rates from, with Northampton, Norfolk, and other barley districts, to Burton-on-Trent; *ib.*

LINEN TRADE. *See* BELFAST. FLAX TRADE.

LINTZ COLLIERY. *See* COAL TRADE.

LIVERPOOL:

Great complaints of the inequality of rates for goods traffic as compared with other places mentioned, and of the want of sufficient accommodation; *Clark* 3–8. 30, 31. 38. 54, 55; *Halhead* 415. 420–430. Several companies come to Liverpool, but they all combine to charge at the same rate; *Clark* 9–24. 29. Only two places where the charges exceed those to Liverpool; *ib.* 25–28. The rates press especially upon heavy goods; *ib.* 30–34. Tonnage inwards and outwards. The exports exceed those of all the rest of England; *ib.* 35, 36. Injury to the trade from causes named above; *ib.* 44–49. Diversion of the French trade; *ib.* 50–53. A new line to Manchester needed; *ib.* 58. Rates to Liverpool should be less than to other places. Reasons; *ib.* 59, 60. No competition by water; *ib.* 61, 62; nor between the railway companies, but very desirable; *ib.* 63–67. 138. Striking instance of diversion of traffic; *ib.* 67–69. The grievances complained of are of very old standing; *ib.* 70, 71. Greater traffic between Liverpool and Manchester than between any other two places in England; *ib.* 81. Terminal expenses not proportionately greater than elsewhere; *ib.* 109. The rates generally do not include collection and delivery; *ib.* 113–115. Carting may be done at 10*d.* a ton; *ib.* 117–124. Rates are excessive and unequal; *ib.* 160–162. Lines are at times excessively overloaded for want of better accommodation; *ib.* 195–197.

Recent reduction in rates on grain; *Cawkwell* 11,422, 11,423. In answer to complaints of Mr. Clark, witness (who is general manager of London and North-western Railway Company) states that the low rates (on chemicals, &c.) between Newcastle and Hull, as compared with Liverpool and Hull, are caused by water competition; the same with respect to difference (on timber) between Liverpool and Preston and Fleetwood and Preston, though in the latter case the North-western Company endeavour to create a traffic to Fleetwood, having spent money in forming a port, &c. there; *ib.* 11,402–11,406. 11,410–11,415. The above also is the cause of the low rates (on sugar, &c.) between Hull and Sheffield as compared with Liverpool and Sheffield; *ib.* 11,424–11,428. Explanation as to railway not carrying salt or coals into Liverpool; are prevented from carrying heavy goods for shipment by exorbitant rate charged by Liverpool Dock Company for going upon or across their rails; *ib.* 11,429–11,436. 11,520–11,525. No similar charge at Birkenhead or Hull; *ib.* 11,437. Causes of want of accommodation for coal trade (complained of above); measures now in progress to remedy it, of which coal owners are quite aware; *ib.* 11,442, 11,443. Explanation of a recent alteration in terminal charge, which though apparently is not really an increase; coal owners are also aware of this; *ib.* 11,444–11,447. Denial of statement that high rates and want of accommodation have caused the falling off in the French trade; other reasons assigned; *ib.* 11,448. Witness asserts that the 10 per cent. clause spoken of by Mr. Clark was repealed in 1846; it could not be carried out if unrepealed; *ib.* 11,448. 11,456. Discussion of this point, and whether Act has not been evaded; *ib.* 11,450–11,454. Company have spent 1¾ millions upon stations in Liverpool; *ib.* 11,449. They will soon have three stations open, which will cause a great saving in cartage to merchants; *ib.* 11,519, 11,520. Witness contradicts assertion that cartage can be done for 10*d.* a ton, and quotes letters from agents and carriers in proof; discussion of this question; *ib.* 11,458–11,465. Correction of statements made by Mr. Clark, and in tables given in by him, as to timber rates, chiefly in regard to deduction for terminals. Witness considers that Liverpool will contrast favourably with other places as to these rates; instances Hull. Gives in tables; *ib.* 11,477–11,486.

Unfavourable rates at Liverpool compared with Gloucester caused by the bad position of the latter as a port. Answer to case of diversion of traffic complained of by Mr. Clark; *Allport* 12,347. Low charges complained of on iron from Staveley to London are caused by competition; *ib.* 12,348–12,353. The rate to Liverpool from Staveley is less than to London, though the contrary is stated by Mr. Clark; *ib.* 12,354–12,357. Although there are several routes between Leeds and Liverpool, witness admits that companies agree to uniform charges; *ib.* 12,358–12,361. Midland Company ave nothing to do with rates from Morecambe, although it is their line; North-western Company fix the rates; *ib.* 12,373–12,376. If views of Liverpool gentlemen were to prevail, viz., to concentrate the traffic of the country in one port, witness considers it would be a national calamity, though, as manager of a railway, he would develop the traffic of his district to the utmost possible extent; *ib.* 12,377–12,379.

The corn trade is unduly weighted by the railway charges; many towns suffer severely from being unable to buy their corn here, owing to the excessive cost of conveyance. The merchants have frequently to warehouse their goods at great cost for want of cheap communication; *Patterson* 224–232. Facility of combination much increased by disproportion between the railway accommodation and the enormous traffic; *ib.* 307, 308. Rates, though less than formerly, are higher in proportion to present cost; *ib.* 318. The dock charges are high, but do not unduly press upon trade; the corn trade suffers somewhat from them; *ib.* 353–356. Great loss of trade with other towns from the high railway rates; *ib.* 355. Increase of railways to Liverpool might be advantageous, if unable to combine; *ib.* 362. Rates might be reduced without lessening profits; *ib.* 402–404. Dock accommodation insufficient, but extensions in progress; *ib.* 405. No real difficulty in obtaining sites for stations; representation of grievances to companies almost entirely without effect; *ib.* 409–411.

Explanations as to corn rates to Manchester; they have been somewhat reduced, and would have been more so, but that Manchester people objected. If merchants at Liverpool could have agreed with those at Manchester, railway company would have met their views. Further reductions are intended; *Cawkwell* 11,466–11,476. Statement to prove that corn rates are quite reasonable, and will compare favourably with those in other parts; *ib.* 11,487, 11,488. Table delivered in and statement made to show that very favourable rates are also given on numerous other commodities. Various instances quoted of arrangements made by railway company to bring traffic through Liverpool that would otherwise have gone elsewhere. Witness considers that company has given great advantages to the place; *ib.* 11,489–11,494.

The trade of Liverpool doubles itself in 14 years; *Halhead* 417. Birmingham timber merchants kept out of the Liverpool market by the heavy tolls; *ib.* 431, 432. Liverpool is at a disadvantage with the eastern ports as to the Baltic trade; *ib.* 433, 434. Witness suggests as a remedy a more equitable distribution of rates according to distance; *ib.* 435.

Statement to show that by company's method of weighing timber at Liverpool, the rates are really very favourable; discussion of this point; *Cawkwell* 11,500–11,506. 11,526. Low rates have been made by company specially to accommodate Liverpool; *ib.* 11,507, 11,508.

Explanations (in answer to a previous witness) as to company's trade between England and Ireland viâ Holyhead, intended to show that railway company do not in reality carry any part of the distance for nothing, to the injury of the Liverpool route; *Cawkwell* 11,508–11,519.

There would have been two routes to Liverpool from Saltaire, but for an amalgamation; *Stead* 488.

There are nine different routes by railway between Newcastle and Liverpool; *O'Brien* 12,257.

In answer to Mr. Halhead and others, witness considers that no complaint can reasonably be made of rates being higher on a shorter distance, so long as Parliamentary maximum is not exceeded; *Allport* 12,379–12,389.

In answer to complaints of Messrs. Clark, Patterson, and Halhead, the traffic manager of the Lancashire and Yorkshire railway states that company are deeply interested in the prosperity of the port, and have therefore spared no expense in developing it, but they have also duties to other places which they cannot neglect and if they did all they are asked, they should be injuring some of these to create a monopoly at Liverpool; a uniform mileage rate would have this effect; *Smithells* 12,954. Although statement made, no evidence has been given to show that Liverpool rates are excessive. Answer to complaint of "want of accommodation," showing how much has been given by company. Traffic fluctuates so much, and goods are brought by carters so unequally, as to cause company great inconvenience and (otherwise) unnecessary expenditure. Causes of high terminal expenses. Company would be glad to contract with Mr.

LIVERPOOL—*cont.*

Clark or any one else to do their carting at 10*d.* a ton. Company have nothing to do with fixing "rates between Dunkirk and Liverpool and Manchester." Witness will hand in tables showing in what particulars statements of three gentlemen above-named are incorrect; *ib.* 12,954. It is not that Liverpool rates are high, but others are very low; *ib.* 12,955, 12,956. Map handed in, showing accommodation afforded by companies, and improvements consequent thereon; *ib.* 12,957–12,960. Company have adopted through rates for benefit of Liverpool which are really rather detrimental to themselves; traffic is encouraged from other ports with a view to the public advantage, though they will not eventually be to disadvantage of company; *ib.* 12,961–12,969. Witness admits that loss on Hull traffic is made up by gain on Liverpool, but great good is done by admitting the former, and their Act justifies their procedure; *ib.* 12,970–12,974. Company act on these principles to be in a good position before Parliament. Traffic of Liverpool increased in six years from 760,000 tons to 1,049,000 tons; *ib.* 12,975. Company have a large traffic from the eastern ports; *ib.* 12,976–12,979.

Lancashire and Yorkshire Company contract for carting in Liverpool at 1*s.* 3*d.* to 2*s.* and make that charge to the public; *Smithells* 13,181.

Although terminal charges are high, witness believes they hardly pay, expenses being so great; *Morris* 14,283.

Railway charges for timber and deals, chemicals, sugar, and sundries, to and from, as compared with other places; *App.* A. Declared real value of total exports from port of, in 1863; *App.* B. Statement from the Association of the Liverpool Corn Trade as to imports and exports of breadstuffs, and stocks held in Liverpool in years 1858 to 1864; *Apps.* C. and K. Tariff of rates of railway carriage of grain, proposed by the Association of the Liverpool Corn Trade, from station to station; *App.* C. Rates of railway carriage for corn existing and proposed; *ib.* Table showing railway carriage rates from Liverpool as compared with other places; *App.* D. Memorial from the Chamber of Commerce of, addressed to the Right Hon. the President of the Board of Trade, and referred to this Commission; *App.* K.

See also ALLPORT, Further Examination (1.) MIDLAND RAILWAY.

LIVERPOOL AND MANCHESTER RAILWAY. *See* CLARK, MR. C.

LLOYD'S BONDS:

Given as security to contractors; *Malcolmson* 3498. Many Irish companies have had recourse to; manner in which money borrowed on, appears in accounts; *Fox* 6643–6648. Lloyd's bonds for work done take precedence over all debentures of subsequent date; *Bidder* 16,598.

LOANS:

Statement from the Public Works Loan Board of loans advanced by Government to Irish railways, made up to 26th May 1865; *App.* A. Statement of, and interest thereon to certain Irish railways; *App.* AR. Statement of mortgage debentures, bonds, and other loans of Irish railways from the commencement, showing amounts, rates of interest, dates at which to be repaid, &c; *App.* AW. Debenture loans outstanding on Irish railways, December 1864 (including Government loans); *App.* CS.

See also GOVERNMENT ASSISTANCE.

LOCAL INQUIRIES:

Witness believes that a large mass of evidence might be obtained by local inquiries which cannot be got at by a commission sitting in London; *Chadwick* 17,297, 17,298. 17,307. *Addendum, page* 854.

LOCAL TAXATION, CONSTRUCTION OF RAILWAYS BY. *See* CHADWICK. EXTENSION OF RAILWAY SYSTEM. GOVERNMENT ASSISTANCE, &c.

LONDON:

Most desirable for Irish cattle to reach the English markets; at present, rates to London are higher than from Germany or Holland; *Earl of Lucan* 3030, 3031.

Declared real value of total exports from port of, in 1863; *App.* B.

LONDON AND NORTH-WESTERN RAILWAY:

Alleged evasion of the Liverpool and Manchester Act by company, in not reducing rates; *Clark* 77. Meet complaints courteously, but give no redress; *ib.* 102–104.

LONDON AND NORTH-WESTERN RAILWAY—*cont.*

Attempts at traffic arrangements with Irish companies only partially successful; reasons; *Cawkwell* 5054–5072. Have expended a considerable sum at Greenore and other places in Ireland to facilitate railway traffic; particulars, especially regarding Greenore; *ib.* 5061–5063. 5088–5098. Company run steamboats between England and Ireland; *ib.* 5118–5120. Cattle traffic carried on very satisfactorily by company between England and Ireland; routes; *ib.* 5121–5135. Through traffic with Irish Midland Great Western; *ib.* 5136–5138. Not much increase in traffic from Ireland; nature of traffic; *ib.* 5142, 5143.

Unequal rates charged by, in South Staffordshire district; *Williams* 10,115 *et seq.*

Complaint against company by Cannock Chase and Lintz collieries of great delay in transmitting their coals; *Brown* 11,070 *et seq.*

Explanation and answers to statements and complaints of various witnesses as to company's charges, accommodation, supposed diversion of traffic, &c.; *Cawkwell* 11,399–11,558. Certain statistics of line as bearing upon terminal expenses; *ib.* 11,559–11,569. Various particulars quoted to show that 8*d.* per ton on goods and 1*d.* on minerals are not sufficient terminal charges; *ib.* 11,570–11,572. Passenger fares are pretty uniform over the whole system; *ib.* 11,627.

Complaint against company by brewers of Burton-upon-Trent for granting favouring rates, for abuses in terminal charges, and for charging unequal rates; *Cosgrove* 15,674 *et seq.* [*For detail see* COSGROVE. RATES AND CHARGES, 2.]

Report of the Auditors of the; *App.* EF.

See also CAWKWELL.

LONDON AND SOUTH-WESTERN RAILWAY COMPANY:

Remarks by the London and South-western Railway Company upon statements of Mr. John Bullar, as to want of railway accommodation at Putney, and as to through booking; *App.* DE. Reply by Mr. Bullar to the remarks of the, in *Appendix* DE.; *App.* DV.

LONDON, CHATHAM, AND DOVER RAILWAY:

Extract from the Report of the Committee of Investigation on the accounts of the, appointed 31st August 1866; *App.* DW.

LONDONDERRY AND COLERAINE RAILWAY:

Line has been taken posesssion of by Loan Commissioners for debt; *Galt* 8501, 8502.

Return of fares, 1861 to 1865, and increase in 1865; *App.* BB. Summer excursion arrangements by, 1860 and 1865; *ib.* Traffic receipts from all sources; *ib.*

LONGFIELD, DR. MOUNTIFORT. (*Analysis of his Evidence.*)

Is senior judge of the Landed Estates Court in Ireland and director of the Great Southern and Western Railway; 2794. 2797. Has given much attention to Irish railways. Thinks passenger traffic would increase upon reduction of rates, but the profits would diminish. Reasons; 2795–2799. Company tried a 4*d.* parcel rate, but it did not pay. There was no perceptible increase in number sent. Probably reduction was not well known; 2800–2808. If fares were reduced the increase of passenger traffic would not be so great as in England. Agricultural does not admit of same increase as commercial traffic; 2809–2811. Considerable fat cattle traffic on Great Southern and Western. Reasons why store cattle are not sent by railway; 2812–2814. 2818. Doubts whether a rate that would tempt a grazier to send store cattle by railway would be remunerative; 2815. Attributes decrease of dividend to bad harvests diminishing the wealth and population; 2816, 2817. Is sure all traffic would increase upon reduction of rates; 2819. Proposals holding out the prospect of an increase of traffic are frequently made to the board; 2820, 2821. No material increase upon any description of cattle within last few years. If rates were reduced the ultimate result would be favourable to the companies; 2822–2824. 2852, 2853. If proprietors of mines would supply sufficient traffic, and send full train loads, companies would be glad to carry at reduced fares, and if required would make stations and sidings; 2825–2830. Subject of reduced rates discussed frequently at the board, special inquiries made, and company guided by the result; 2831–2836. There must be a third-class train between Limerick and Nenagh, as the Act compels company to provide it. Is not witness's line, but has running powers over it; 2838–2841. Probable that

LONGFIELD, DR. MOUNTIFORT—*cont.*
first-class passengers could not get from Limerick to Dublin in a day, as they would have to pass over two different lines of railway; 2842–2844. Proposition made by board of directors to amalgamate with Waterford and Limerick Company, but shareholders refused. Would have facilitated traffic arrangements if they had done so. Thinks the terms offered were too high, as the earnings of that company have not been equal to the terms; 2845–2851. Gives reasons why the traffic in corn, coal, and third-class passengers would increase upon reduction; 2854–2861. If third-class was ½*d.* per mile, traffic would considerably increase. Class of persons who would travel; 2861–2864. Has never attempted to develop third-class traffic in vicinity of market by issuing return tickets at low fares. Discussion upon this question, and as to how loss upon general reduction should be made up; 2866–2871. 2875–2883. Thinks an experiment might be made by empowering Government to nominate an official director on any line, who should have power to consult the books and vote as other directors, and be allowed to make experiments, guaranteeing the company against loss, and Government receiving half the gain, if any. Scheme discussed; 2872–2874. 2884–2898. 2932. Mentions certain railways and places with which there are through rates; 2899–2903. 2909–2913. There are not many excursion trains. They interfere with the traffic. Would rather have all trains cheap. No reduction to reapers; 2904–2908. Traffic sometimes regulated by other considerations than those of distance; 2914, 2915. The passenger traffic would not materially increase by railway communication with the water at Dublin; the coal traffic would. Coal traffic chiefly from Dublin. At Cork coal can be brought up very close to the railway. In Dublin they are carted at an expense of about 2*s.* a ton; 2916–2931. 2933, 2934. Hands in paper for Appendix; 2935, 2936.
Proposal of, on the subject of railway reform; *App.* F.

LORD MAYOR OF DUBLIN. *See* DUBLIN.

LOW, MR. CHARLES HOSKINS. (*Analysis of his Evidence.*)
Is chairman of the general committee of the Bristol Chamber of Commerce; 13,881. Delivers in statement setting forth certain complaints from merchants, &c., of Bristol, of inequalities and high charges for various goods, and suggestions from Bristol Chamber of Commerce; also delivers in a table showing rates for carriage of timber by Great Western; 13,882. Points out inequalities of rates from Bristol, as compared with those from Newport, and states that timber is taken from Newport to Didcot (104 miles), through Gloucester, for 1*s.* 2*d.* less than it is taken from Gloucester to Didcot (60 miles); charges in both cases from station to station, and include collection and delivery. Rates for timber from Newport much below maximum. Does not know why Great Western favour Newport. No sea competition to places specified in table; 13,883–13,889. 13,903. 13,912, 13,913. No representations have been made to Great Western Company respecting these charges; 13,890. 13,911. Large trade between Bristol and the places mentioned in table. Baltic and Canadian timber is largely exported from Bristol to Derby, north, Henley-on-Thames, east, and Exeter, west; 13,891–13,893. Suggests as a remedy that Board of Trade should be empowered to revise both passengers and goods rates about every three years, and that public should be allowed to appeal against unequal or unfair rates and charges; is not aware that such a power would be a distinct contravention of an Act of Parliament, and in violation of terms imposed upon railway. If the maximum rate of 2*d.* per ton for coals had been enforced from Wales to Bristol, as authorized by the South Wales and Great Western Railway Act of last session, no coal could have come to Bristol; company charge ⅝*d.*; 12,894–12,896. 13,906, 13,907. Believes that if railway carries for one person to one place at a certain rate, they can be compelled to carry for another person at same rate. Is nothing to compel a railway to charge same price for 70 miles over every part of their line, or to make same charge to all persons under similar circumstances; can charge below maximum if they think proper, but witness thinks such a course prejudicial to general interests of the country; 13,897–13,902. 13,904, 13,905. Company have charged these differential rates between Newport and Bristol for a considerable time. Did not represent this to the Parliamentary Committee at time of Amalgamation Bill with West Midland. Bristol people did not find it out until Newport houses

LOW, MR. CHARLES HOSKINS—*cont.*
came into what they considered their ground; 13,908–13,910. Bristol rates in many cases lower than Liverpool ones, but advantage to a great extent counterbalanced by both Liverpool and Newport being export places. In certain cases Bristol derives advantages from principle which railway companies have adopted; 13,914–13,918. States that carriage manufacturers of Bristol and Bath complain of the high rates for carriages to London, and that charge for conveyance of a four-wheeled carriage from Bath to London, which had been reduced, has recently been raised to former rate, and that same charge made for pony carriage as for travelling carriage. Would take a truck to convey a pony carriage just the same as for a travelling carriage. Manufacture of carriages a large trade in Bath and Bristol; 13,919–13,927. 13,932–13,935. Great Western Railway Company pays 2 per cent. dividend. Thinks a reduction of rates would far more likely increase than reduce dividend; finds that where rates are reduced there is a large increase of traffic; instances the competition between Reading and London some years ago; 13,928–13,931. Tea dealers of Bristol complain that rates for rice to London have been nearly doubled, and that they are quite shut out of London market in consequence. Does not know when, or circumstances under which advance was made, has been informed that they have repeatedly applied for a reduction, but without success. Bristol does not compete with ports of import in supplying London with rice; Bristol is supplied chiefly from Liverpool. Rate from Liverpool to Bristol about 9*s.* per ton; 13,936–13,946. As to Mr. Aiken's suggestion that passengers having heavy luggage should be at station 10 minutes before advertised departure of the trains, witness thinks such a regulation would lead to more punctuality in trains; does not think Bristol would be averse to such a rule; 13,947–13,949. Complains of high fares by the express trains on Great Western; have none on the Midland. Reason Bristol people are almost compelled to use them to London; third-class passengers cannot get into London before 5.45 p.m., or return same day; thinks it is done to drive persons to go second class. Witness went to Oxford by express train from Bristol, and then from Oxford to London, which is a détour of about 30 miles, and it cost 2*s.* less than taking a return ticket from Bristol to London. Express fares are not charged from Bristol to London; 13,950–13,953. Extreme maximum rate 1st class from Bristol to Paddington is 26*s.* 1*d.*; 13,954–13,955. Would tend to greater punctuality in the starting of trains if tickets were sold at the principal stations and offices at any time; 13,956–13,959.
Addendum to witness's evidence; *App.* CY. Remarks by the manager of the Great Western Railway Company on witness's evidence; *App.* DD.

LUCAN, THE RIGHT HON. THE EARL OF. (*Analysis of his Evidence.*)
Is chairman of the Great Northern and Western Railway Company; 2937. Railway from Athlone to Castlebar (72 miles), will be continued to Ballina (106 miles); 2938, 2939. Material interests of the North and West of Ireland have not benefited by railways as much as they should. Companies too poor to work traffic at prices attractive to the people. If companies would reduce fares 50 per cent., believes at the end of five years there would be a large dividend; 2940–2942. Fares nearly at maximum, and much the same as in England. Gives dividend paid, number of passenger trains running, and fares. Line worked by the Midland Company; 2944–2950. Travelling facilities greater since railway opened; more accommodation required between Castlereagh and Castlebar; 2951–2954. Reasons why experiment of running trains at low fares has not been tried; 2955. Quotes rates at which the trucks travel. Midland Company find trucks and fix rates, subject to approval of the Great Northern and Western; 2956–2960. Line to Castlebar opened three years; slight decrease in traffic since January; never earned more than 7*l.* per mile per week; requires 8*l.* 10*s.* to pay a dividend of 5 per cent. States amount of paid-up capital, capital advanced by Loan Commissioners, and interest paid; 2961–2965. 2970. Commissioners are about converting loan into a 22 years' annuity; inconvenience that will arise to company in consequence; 2966–2969. 2973–2976. 3010–3017. Preference stock 5 per cent. Preference shares not worth more than 90 per cent. Irish credit low in London market; mentions as an illustration an interview had with Governor and Deputy Governor of Bank of England; 2970–2972. Unless fares are reduced 50 per cent., traffic would not materially

LUCAN, THE RIGHT HON. THE EARL OF—*cont.*

increase; quotes rates, and states that cattle, corn, and potatoes would then be carried by railway. In four or five years traffic would more than double; 2977–2979. 3039 Government should negotiate with different companies and buy up all the Irish railways; thinks whole of the ordinary stock could be bought at 50 per cent.; discussion as to the preference shareholders; 2980–2998. Strongly opposed to management of railways being placed under Irish government; 2999. Government should lease railways to large English companies upon condition that there should be maximum fares and minimum accommodation. Would have only three railway companies in Ireland (instead of 54 as at present), one for the North, one for the South, and one for the Midland district, with a board sitting in London. Temporary deficit consequent upon reduction of rates should be added to capital account; discussion upon the question; 3000–3021. No difficulty in getting English companies to lease Irish lines. Very few additional lines required; none should be constructed in future unless county find the land, as is done for roads; quotes cost at which lines could be constructed; 3022–3027. Course to be adopted in the case of lines in process of construction or for which Acts have been obtained. Not many new lines proposed this session. Great object for Ireland to reach the English markets. Dutch and Germans can send beasts to English markets cheaper than they can be sent from Ireland; quotes rates; 3028–3031. If heavy goods were sent for ½*d.* per mile, could successfully compete with the sea; 3032, 3033. Does not think a coal trade could be established in the West of Ireland, as it is cheaper to burn turf; gives illustrations; 3034–3037. Difficulty in obtaining back freight; 3038. Experiment has not been tried of reducing rates, as there would be a difficulty in getting the Midland Company to reduce; 3040–3042. Enumerates certain goods which would be carried upon reduction of rates; 3043–3050. Does not believe that store cattle would continue to be driven along the roads if the rates were lower; is certain that nearly the whole would go by rail; 3051, 3052. Witness's line would have the whole of the fish traffic if there were a night train; greater part of this traffic, which is considerable, is carried on by small smacks; 3053–3057.

M.

MACAULEY, MR. JAMES HYNDMAN. (*Analysis of his Evidence.*)

Is manager of a bank in Coleraine; 7283. Mentions different railways between Coleraine and other parts of Ireland, and length of the lines; 7284–7287. Dissatisfaction often expressed at the differential rates charged. Are no fixed charges. Instances differences in rates charged for goods and coals from Portrush and from Londonderry to Coleraine. All heavy goods are carted from Portrush in consequence of the high rates by railway; quotes rates; 7289–7291. Coleraine people are now making application to Board of Trade for a loan to improve navigation of river; hopes in time to have it made navigable, so as to make Coleraine a sea port; will then be independent of the railway companies. Long journey from Londonderry deteriorates value of certain goods. There is a port both at Londonderry and at Portrush. Both the railways worked by same company; 7292–7299. 7311–7315. Similar differences in passenger rates; facilities are given to Londonderry people which are not given to Coleraine people. Has often been told that different rates are charged to different individuals on same line for same quantity of goods; 7300–7302. 7308–7310. Thinks rates for passengers and parcels have been increased on Northern Counties line between Coleraine and Belfast within last two years, but fares on Londonderry and Coleraine part of line have not been altered; 7303–7307. If Government purchased railways there would be regularity in charges and perhaps at lower rates. Rates now high; if lower, traffic would considerably increase. Rates from Londonderry to Coleraine very low; no goods go along the roads in that part of the country; 7316–7320. Different opinions expressed as to how loss should be met if Government purchased the railways. Unless railways could be made to pay, it would be unadvisable to make a change. If fares were all raised and re-arranged might be more suitable than some lines charging high and some low rates; 7321–7327. Coleraine has communication by river Ban, it is navigable

MACAULEY, MR. JAMES HYNDMAN—*cont.*

up to Lough Neagh. Receives very few goods from Belfast by means of that river. Chief port is Portrush. Population has not much increased in Coleraine; it is an improving town. Has only one linen manufactory; 7028–7032. Has known two instances where merchants have experienced much difficulty in recovering damages from railway companies for goods lost or injured; 7333.

MACFARLANE, MR. HENRY JAMES. (*Analysis of his Evidence.*)

Is a magistrate of the county of Dublin, and a member of the Council of Royal Agricultural Society; 6515, 6516. Has been brought very much in contact with the authorities on various railway boards in Ireland, principally in connexion with the annual shows which are held in each province alternately, and the conveyance of stock and agricultural implements of all kinds. Has not latterly experienced so much difficulty in making arrangements with managers of railways for these shows; describes nature of facilities afforded, and what has been done in consequence. A great desire on the part of many people to see them; a liberal reduction would largely increase passenger traffic. Would encourage holding them in towns where they have not been already held. Afraid to hold them in some towns, not knowing what the railway arrangements will be. Reasons why they should be held. General complaint of the arrangements made in Dublin. Greater facilities for sending goods from Liverpool to certain country towns in Ireland than from Dublin, and at lower rates. Gives an illustration, showing the facilities given by the North-western Company to go direct to England, and the impediments, on the other hand, which are thrown in the way of travelling from Dublin to the northern districts, and the heavy cost of the journey; discussion thereupon; 6517–6529. Facilities afforded to travellers from north-west parts of Ireland to Dublin are very bad. Explains how it is that a person cannot go from Omagh to Dublin, and spend a day there, without being absent three days. Was told by a director of Irish North-western line that if there were greater facilities between these two places there would be six times the passenger traffic. General impression that Irish North-western directors are attending more to financial questions than to development of traffic. Gives a curious illustration of the want of facilities for travelling on the railway, and states that since it was opened the accommodation afforded is much less than it was before; 6530–6544. Mentions the high rate charged for bringing potatoes from Omagh to Dublin; 6545, 6546. Coal and turf both used in Omagh. Rates for coal satisfactory. Reasons why he does not think that if coal could be brought into the interior of Ireland at very low rates it would supersede use of turf. There is not sufficient supervision over railways; instances the accident to the late Mr. Senior, and suggests a remedy to prevent similar ones occurring upon that line. Lord Campbell's Act is to a certain extent a sufficient safeguard or inducement to directors to take great care for the protection of life. Board of Trade or some Government authority should have a general power to compel railway companies to make alterations in their works for the safety of the public; at present time financial difficulties stand very much in way of what companies see ought to be done. A friend, in order to be in time to catch Cavan train, induced engine driver to put on extra steam. Reads a letter extracted from a newspaper, showing the inconvenience to which a passenger was put in consequence of Irish North-western Company having altered their times without giving sufficient notice; 6547–6558.

MACNAY, MR. THOMAS. (*Analysis of his Evidence.*)

Is secretary of Stockton and Darlington railway, now amalgamated with North-eastern; 13,960, 13,961. Stockton and Darlington quite independent as regards management. A reduction in rates or any allowance cannot be made without consent of North-eastern line. Questions arising as to altering aggregate of tons to be sent per annum by a particular colliery owner would be settled by Stockton and Darlington Company. Reason they retain the management; in what it consists; 13,962, 13,963. 13,972–13,980. 14,057–14,059. Has observed certain charges made by Mr. Wooler, and prepared to answer them; 13,964–13,966. Denies statements that preference has been shown to directors owning collieries over other colliery owners; agents are directed to carry out rules and regulations impartially. Same gentleman has complained before; complaints are always investigated; 13,967–13,969. 13,971. 14,014. 14,050–14,056. Mr. Wooler's coal traffic has increased from 5,600 tons in

MacNay, Mr. Thomas—*cont.*
1859 to 72,000 tons in 1865; no directors' collieries have increased one-tenth of this proportion; 13,970. 14,032–14,036. Has cancelled resolution passed in 1856 allowing a rebate when quantity sent reached 20,000 tons or upwards; now charge a low rate to any colliery for coal and coke for iron-making purposes; Mr. Wooler has not paid the higher rate since September last; when his traffic increased he had the rebate; 13,981–13,985. No rebate allowed now for large quantities sent; an allowance might be made if large trade brought; 13,986–13,989. Reason Mr. Wooler could not sell his coke in Glasgow; only sent 40 tons. Mr. Pease sent his from North-eastern railway; 13,990–13,993. 14,010, 14,011. Mileage rate on coke ¾*d.* per ton per mile including the waggons. Practice for both companies to find the waggons; inconvenience that was felt when colliery owners found them; would be impracticable now to work coal traffic if they found them; 13,994–14,000. 14,037–14,039. Rate for coal for iron-making purpose ¾*d.* per ton per mile including terminals and waggons; is pretty uniform over whole system; makes a little difference for shipping; is rather higher for household purposes; no reduction in coal rates would materially increase traffic. Carries about 1,000,000 passengers per annum; gives rates for each class, and mentions changes that have been made, and advantages given to the public. Company's district is a large iron-making one; 14,001–14,006. 14,077–14,083. Reduces about one-sixth for return tickets. Labouring population do not travel much, or use railway to go backwards or forwards to their work; 14,007–14,009. Carries coal and coke at same rate, although a waggon that will carry three tons of the one will only carry 1¾ of the other; 14,012. 14,015. Last dividend was 9½*d.* per cent. for Stockton and Darlington section; 14,013. Respecting Mr. Wooler's statement that whilst he has been waiting for waggons he has seen some standing at another colliery unoccupied, witness mentions the arrangements that are made for the supply of waggons to the coal owners; 14,016, 14,018. Run 14 passenger trains each way daily; none, except mail trains, on Sunday; 14,019, 14,020. With respect to complaint that in consequence of company not sending waggons a shipper had to pay 1*s.* per ton more for his coke, witness says that he cannot find there has ever been such a case; 14,021–14,023. As to complaint that the mineral manager, who was part owner of a small colliery which loaded at same siding as Mr. Wooler, got waggons when Mr. Wooler could not get them, witness states that he did not become part owner until after he had given notice to quit company's service; does not think he would make any disposal to favour his own purpose; he left in June. Company would not object to any of their officers being connected with collieries; 14,024–14,031. When prices are good each colliery owner sends all he is able, when the reverse, railway companies may do as they can. Inconvenience that was occasioned to railway companies some years ago when prices were not good; 14,040. Company have 15,000 chaldron and 2,000 or 3,000 other waggons; large ones carry eight tons; use chaldron waggons for shipping purposes; can run them in same train as large waggons; use the large waggons at the iron works in North Yorkshire. Increases complement of waggons every year; have now orders out for waggons and locomotives that will cost about 120,000*l.* Unusual increase in consequence of a large number of new iron works; 14,041–14,049. As to complaint that in winter of 1860 the directors kept the furnaces short of coal and sent it to York for household purposes, because they could get 3*s.* a ton more; reads a letter from Captain O'Brien and witness's reply as to a complaint of Mr. Nicholas Wood, which fully explains course pursued by Stockton and Darlington railway; 14,060–14,065. Traffic on line gradually increasing, now send about 6,000,000 of tons of minerals along line; has increased from about 5,300,000 tons in 1859. Coal traffic has increased about one-half since 1859; 14,066–14,069. Reason why there are so many different rates upon the line arises from the peculiarity of the traffic; rates vary; not much difference in mileage rates charged for same description of coal; 14,070–14,076. Distance to which Stockton and Darlington send coal, and rate charged; 14,084–14,088. Would be no difficulty in publishing rates, or objection to let public inspect rate books. Rates are published now to a certain extent; notice of any alteration affecting traders is generally given; special rates given are not published; any trader under same circumstances would be put upon same footing; 14,089–14,097. Exclusive of the mineral traffic there is a great deal of traffic in pig-iron, iron bars, and

MacNay, Mr. Thomas—*cont.*
iron plates; not much inequality in the rates; iron-plates are generally higher; 14,098–14,101.

Mails. *See* Post Office.

Malcomson, Mr. William. (*Analysis of his Evidence.*)
Is chairman of several Irish railways, and director of four others; 3363–3366. Attention called particularly within last five years to Irish railways; present state not satisfactory to shareholders, but conceives public are fully convenienced; 3367, 3368. 3399. Suggests that Government should advance money at a low interest to those companies who can show an income beyond working expenses of the line; full discussion of this scheme, as to saving effected, interest to be paid, and whether the public would receive any benefit from such arrangement; 3369–3393. 3598–3606. 3610–3622. Railway companies would reduce charge if Government would make the advance; reduction would not be considerable; 3393–3395. 3421, 3422. Witness is connected with some railways which pay no dividend; Waterford and Limerick last paid 1 per cent.; fares on the line; 3396–3398. Public difficult to satisfy in matter of railway accommodation; 3400. Complaints made of want of facilities of going to and returning from one point in a day; thinks with third-class passengers it neither suits their convenience or wants; on short lines they can do so. Market tickets are issued at one-third fare; succeed well, but have not materially increased the receipts. Experiments made by issuing third-class return tickets, but abandoned as not being remunerative; 3401–3418. 3485–3490. Irish farmers do not use trains going less than from eight to ten miles from town; 3419, 3420. 3556–3559. All railways with which witness is connected have had loans from Exchequer Loan Commissioners; terms for which money lent, interest paid, and course pursued when instalments have to be paid; 3423–3437. There is a through booking system over Limerick and Waterford Railway with reference to England; 3438. Witness is connected with steamboats; to his interest to have a reduction of fares; 3439, 3440. Several new lines of railway in progress; reasons for constructing new lines when old ones seem unremunerative, that cattle and agricultural produce increase in value at least 5 per cent. by facilities which railways afford, &c. Landholders and others further benefited by a reduction of the rates; 3442–3448. 3494, 3495. If Government purchased railways, landholders, &c. would be willing to share loss consequent upon reduction of rates; 3449–3452. States that Mr. Ryan is partly incorrect in stating that by allowing a person with butter to travel free the traffic is driven into Waterford to the injury of Limerick; the arrangement was made in order to induce the farmer to sell his butter himself, thus doing away with intermediate party; was disappointed in the result as to number who availed themselves of it; 3453–3456. Very little local traffic between Limerick and Waterford; the great bulk of the Limerick goods traffic goes under what is called the through-rate system, either by Waterford or Dublin. Advantage lately in favour of Tipperary, as between Tipperary and Waterford difference is principally caused by terminal expenses; gives an example; 3457, 3458. Tipperary is competed with by several water routes to Waterford and to Dublin; there is also competition; 3459, 3460. Changes in the rates are left pretty much in hands of traffic managers; 3461, 3462. Cannot explain how impression has got abroad that rates are influenced to disadvantage of Limerick; 3463. 3525–3527. Has through booking rates with the London and North-western and South Wales railways; 3464–3467. Through-tickets are issued to Milford, or to London viâ Milford; 3468, 3469. Cattle traffic has been the best source of income; trade decreasing from scarcity of cattle. Present rates do not affect transmission, as railways carry nearly all the traffic; 3470–3474. There are slaughter-houses for pigs, but not for oxen, at Waterford; for last two years, dead meat, &c. has been carried to Milford for London; this traffic not so great as from Aberdeen, as butchers will not try it; 3475–3480. Has heard that animals are much bruised on the journey to London; not many fat cattle; principally store cattle which come through Waterford to be fattened in England; cattle less injured by steamer than by railway; 3475–3814. Names extensions applied for this session, and states number of miles; more than in any previous session; 3491–3493. New lines promoted generally by landed gentry, who, to a certain extent, find the capital; states course pursued by the contractors to raise money;

MALCOMSON, MR. WILLIAM—*cont.*
discussion as to the issue of "Lloyd's bonds;" 3495–3506. The reason coal is carried from Waterford to Tipperary more cheaply than from Limerick to Tipperary, is, that the mileage is longer to Waterford, and though there may be a difference in favour of port of Waterford, it is done more to secure the traffic; 3507–3509. Through rates from Limerick and Tipperary do not give a preference to Waterford. How rate divided between shipowner and railway company; 3510–3523. Difficult to say what the fixed terminals are at Waterford; 3524. Thinks no hardship arises from the fact that it takes a third-class passenger four days to get from Ennis to Dublin and back; 3528–3530. Delay at Limerick junction caused by Post-office interference; no perceptible difference in the traffic in consequence; 3531–3536. Considerable decrease in the receipts of Waterford and Limerick Railway Company in year 1863; rates were lower at Foynes end of line, but raised to equalize over whole system; result satisfactory to company; Limerick and Foynes does not pay a dividend; decrease attributable to trade falling off; 3537–3546. Increase in Waterford and Kilkenny line from having conveniences the public by arranging trains; hands in statement showing per-centage of third-class passengers on six lines; discussion thereupon; 3548–3554. Majority of shareholders in Waterford and Limerick line are Irish; in Waterford and Kilkeuny, English; 3555. Proposals made to send timber, if the rates were low, to a shipping port. Has universal traffic from Birdshill on Castlecomnel line; 3560, 3561. Bianconi's cars do not run in competition with witness's lines in same district; there are some in neighbourhood of Bruff. Believes that the railway carries all minerals produced in that district; more proposals made to company to bring back coal for smelting purposes than to carry increased quantities of minerals; the trucks now bring back Indian corn and breadstuffs; 3562–3568, 3609. Quantity of coal, though considerable, not increasing, as there are very few manufactories in district; some small ones are being set up. Water-power conveniences for manufactures witness is engaged in, are quite as important as railways, and cannot be competed with. Uses both water and steam power; 3569–3573. Clonmel is the most inland town, in which witness has established flax manufactories; 3574, 3575. Decrease in coal traffic on Waterford and Limerick line in 1863 as compared with 1861; receipts show that railway benefited by the traffic; 3576–3578. Opinion of board that reduction of rates would not be followed by such an increase of traffic as would make up loss; 3579–3585. Application only made from Glasgow for special rates for sugar; 3586, 3587. Two years ago the cattle traffic was increasing; a general falling off since. The rates were advanced three years ago 10 per cent. on the Waterford and Limerick and Great Southern and Western lines; 3588–3592. Local rates sufficiently low to ensure bulk of traffic; 3593, 3594. By amalgamating the small lines some expense of management would be saved; shareholders averse to amalgamation. Have been negotiations for amalgamating Waterford and Limerick with Great Southern and Western; 3595–3597. Government advanced a large sum of money to complete Dublin and Galway railway. Does not know what dividend is paid by Dublin and Kingston railway; 3607, 3608. Would be glad to sell railways at 50 per cent. of original cost; thinks Great Southern and Western would not; 3623, 3624. Could carry more passengers without additional expense; thinks working expenses of goods traffic do not increase beyond a certain proportion. Goods trains are not heavy in consequence of indifferent gradients and curves; they are more gather-up trains, conveniencing stations along the line; 3625–3631. Does not think with present gradients that coal could be carried for ½*d.* per ton; is connected with a German company which carries at ½*d.* per ton, the gradients being good. Gradients on Limerick and Waterford line; 3632–3636. On English lines coal rate not more than ½*d.*, companies finding the waggons; they are not found on the continent; on Cologne and Minden line, coals are carried into Holland at ½*d.* per ton at a profit; in Ireland the rate is more than 1*d.*; from Waterford to Clonmel exactly 1*d.*, there being river competition; 3636–3645. No special rate to individuals; 3646, 3647.

Letter from witness on Irish railways; *Apps.* DQ and DZ.

MALLET, MR. ROBERT. (*Analysis of his Evidence.*)

Is a member of the Institute of Civil Engineers, London, and Fellow of several scientific societies; also Vice-President of the Institute of Civil Engineers of Ireland; 2134–2136. Has been long resident in Ireland, and

MALLET, MR. ROBERT—*cont.*
from 1836 to 1856 concerned in all the large railway and other works, and is well acquainted with the industrial elements of Ireland generally; 2137–2139. Thinks railways are of more importance to Ireland than to any other part of British dominions; reasons; 2140. If coal could be obtained for 17*s.* per ton, it would be more economical than peat; 2141–2143. Peat is scarcely available for locomotive engines; states the best way of obtaining it; 2144, 2145. Limit of water power of Ireland; relative cost of water and steam power. Is very important to get coal into Ireland at a much cheaper rate; by establishing steam colliers, and low fares on railways, coal could be supplied at depôts along the stations for 10*s.* or 12*s.* per ton. The price at the quay at Dublin varies from 14*s.* or 15*s.* up to 22*s.* It can be delivered at one railway communicating with another at the port, but then cost of taking it along the railway must be added. Dissents from opinions of three eminent engineers that coal could not be carried profitably upon Irish railways at ¼*d.* per mile with back freights, and ½*d.* if they came back empty, provided the run was 100 miles or more. Coals are carried in England at 1*d.* per ton, and pay a profit of 200 or 300 per cent.; the present price into the interior exceeds what it ought to be; 2146–2160. 2172–2177. 2181–2183. A large proportion of the cost of coal in Dublin is occasioned by want of steam colliers and mechanical coal-whipping; 2162–2164. Thinks that by proper arrangement, back carriage could be obtained for the coal trucks; discussion thereupon; 2165–2171. Will supply figures showing working cost of railways per ton per mile; 2278–2280. Goods waggons carry from 5 to 10 tons, they should be quite as large or larger than those on the Great Northern; 2284, 2285. Describes particularly the class of manufacturing industry to which coal is chiefly applied; 2286–2291. Enumerates certain materials existing in Ireland, which might be obtained as back freight, if coal could be carried at ¼*d.* per mile. Cause of failure of attempt to smelt iron with turf; 2191–2215. Trusts that the Irish Railway Act requiring all tramways to be of same gauge will be repealed. A permissive power to construct railways on a gauge not exceeding 3 feet would be of importance in many of the poor districts. For quarry purposes a gauge of not more than two feet would be desirable; 2216–2218. 2225. Would make railways in connexion with existing railways through a poor district as feeders; 2219. Having a narrower gauge for branch lines would involve a break of gauge, but that should not prevent its adoption in certain remote districts; 2221–2224. Discussion of the narrow gauge, and cost of transhipping minerals and coals from these to the ordinary gauge; 2225–2236. Additional lines are required in Ireland upon the broad gauge; reasons; 2237. Cattle trade of Ireland with reference to the improved means of transport; sufferings of the animals upon railway and in the boats, and proposed remedy; 2238–2241. Witness cannot say whether cattle fares are too high, but is clear that all the passenger and mineral rates should be considerably reduced; 2242, 2243. As to connexion between dairy farms in Ireland and the railway system; description of a patent for concentrating milk in order that it may be sent long distances by railway. Discussion whether a traffic trade in milk could be profitably established in Ireland; 2244–2249. Thinks Legislature should compel railway companies to try the experiment of reducing the tolls, as they are not likely to do so themselves; states how control should be exercised, and that guarantee should be given to make up temporary loss. Discussion of this scheme; 2250–2281. 2283–2290. 2295, 2296. First and second class fares should be reduced at least one third; they would then be on a level with fares in Prussia, Germany, and France; 2282. Diminution of the feeling (prevalent some years ago) that the absence of effective industry in Ireland results from the habit of the people relying upon the State; 2291–2294. Possibly if all the railways were amalgamated into one system, or into two or three large groups, capitalists might be found willing to lease the lines for a term of years, trusting to make them profitable by better management and an increased traffic from reduction of fares; 2297. 2301–2304. Witness thinks it very likely that if Government became proprietors of all the Irish railways, they could get a great company to work and manage the lines upon certain conditions; 2298. A great portion of the capital employed in making Irish railways is raised upon debentures, and it would be of great advantage to have the Government responsible for the interest of the difference between a high and low rate; 2299, 2300. A reduction of fares and uniform rates for goods and passengers would prove advantageous; 2305–2307.

MANAGEMENT OF RAILWAYS:

Railway and Canal Traffic Act, 1854, (17 & 18 Vict. c. 31.), was intended to prevent obstructions and conflicts and to promote interchange of traffic between companies, but has failed in its object, at least in Scotland; *Lees* 9284–9287. Instance given, which occurred at Perth, where, from a dispute between the Scottish Central and Scottish North-eastern Railway Companies, the public were for a time put to enormous inconvenience, though the companies' Acts respectively fully justified their proceedings. Necessity for some tribunal with powers to settle provisionally but summarily, by arbitration or otherwise, such cases immediately they arise, leaving the companies to obtain a final decision in due course; *ib.* 9288–9313. 9326–9346. 9351–9359. The above difficulty was clearly foreseen and pointed out whilst the Bills were before Parliament; *ib.* 9292–9296. 9347–9350. After some days the matter was arranged by the friendly intervention of another railway company; witness believes it would have been more quickly decided by such a tribunal as he suggests; *ib.* 9314–9325. Court of Session has summary jurisdiction, but could not have acted in this instance; *ib.* 9360, 9361. Further particulars and discussion relative to above dispute; *ib.* 9362–9371. A third company endeavoured to intervene and act for the benefit of the public, but failed; *ib.* 9375–9377. Act of 1854 intended to meet such a case as this, but was evaded; *ib.* 9381–9384. Development of witness's views as to proposed tribunal; *ib.* 9378–9380; should have powers to decide as to local and through-rates; if companies refused to grant the latter where necessary, should have power to enforce them; *ib.* 9385, *et seq.* Legislation having failed in its objects, Parliament should reconsider and amend it; *ib.* 9434–9437. Another instance cited of inconvenience to the public and injury to one company for some years through other companies refusing to make proper traffic arrangements, in opposition to the spirit of the Act of 1854; this again would have been a case for interference of suggested tribunal; *ib.* 9446–9455. If such a tribunal established its powers should be clearly defined by Act of Parliament; *ib.* 9456. Scotch companies have not resorted to Act of 1854, as they think that hopeless litigation would ensue; *ib.* 9461–9463. Witness, in fact, thinks the clearing-house arrangements so convenient, that he would carry them out by Act of Parliament; *ib.* 9464. A further case quoted, in which one company owning two routes was able to direct traffic over the longer one to the injury of other companies and the inconvenience of the public; *ib.* 9465. Another, where a company closed a district against the introduction of the mineral resources of a neighbouring line; another, where advantageous arrangements were made with one company and refused to another; Act of 1854 does not meet any of these; *ib.* 9468. Memorandum given in, stating in detail what ought to be done in respect to these matters; *ib.* 9469.

Tribunal above suggested should consist of three commissioners, each one to hear cases singly, with right of appeal to the whole number if decision unsatisfactory; *ib.* 9470–9474. Act of 1854 should be amended; amending Act to detail very specifically the powers to be entrusted to the commissioners; *ib.* 9475–9479. Decisions should be speedy and inexpensive; *ib.* 9483. Commissioners should be empowered to order additional trains if the public needs required it (even though they might not pay), but not enlargement of stations; *ib.* 9501–9516. Companies now not unfrequently withhold trains necessary for the public convenience; *ib.* 9517–9531. Powers would be somewhat analogous to those exercised with regard to emigrant ships; *ib.* 9486–9488. Tribunal would benefit the railways as well as the public; *ib.* 9489–9492.

Witness would not altogether prohibit colliery owners or others interested in the communication sitting as directors; *Wooler* 9674–9676.

Description of the parties who have the chief management of a railway; *Clarke* 12,558. Frequent conferences of managers take place to arrange rates and all other necessary matters, at which applications for reductions of rates, complaints, &c. are entertained; general manager revises decisions of these bodies, subject to directors' approval, and there is no further appeal whilst Parliamentary powers are not exceeded; *ib.* 12,559–12,563. Principles upon which classification of goods are based; *ib.* 12,564–12,568. Interests of the public and of companies being identical, no Board of Trade regulations would enforce more convenience for the public than is already given; *ib.* 12,843.

Railway reformers say that managers are apt to be too quiet, and stand still; witness's opinion is rather the

MANAGEMENT OF RAILWAYS—*cont.*

opposite; *Hawkshaw* 14,539, 14,540. Public have more power in influencing management here than abroad; *ib.* 14,541–14,544.

Unwise parsimony when companies are not prospering; *Harrison* 15,327–15,330. Amalgamation is generally productive of improved management; *ib.* 15,343, 15,344.

Railways should always be managed by parties having a direct interest in the profits; *Bidder* 16,784.

One defect in English management is "that he who "does much is allowed no more than he who does "little." Servants should have a pecuniary interest in increase of profits; *Chadwick* 17,246. By unity of management, witness believes that a saving of 24 per cent. might be effected; *ib.* 17,270. Witness believes that more defaults take place than people in general are aware of under present management; *ib.* 17,288. Examples of advantages of unity of management; *ib.* 17,296. One great disadvantage of present disunity is the time wasted in "labour of verification;" instances cited, and argument in proof. Local inquiries needed on this subject; *ib. Addendum, page* 853, 854. Witness, while coinciding with Mr. Galt on many points, cannot agree with him that any existing directorates would be the most eligible parties for carrying out railway reform; *ib. page* 855. Objections to reform on the score of Government patronage answered. Competitive examinations for appointments; *ib. page* 856.

Statement of Mr. Spence (Lord Ashtown's colliery agent), showing some of the disadvantages that senders and consumers of minerals have to contend with in consequence of the regulations of railway companies; with some suggestions for the removal of excessive charges, &c.; *App.* O.

See also COST OF CONVEYANCE. SIGNALS.

MANCHESTER:

A new line required from Liverpool to; *Clark* 48.

See also ROCHDALE.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY:

Complaints from Lincoln of unequal and unfair charges on; *Gentel* 9185 *et seq.*

MANUFACTURES:

Present state of railway communication is a great hindrance to the distribution of the various manufactures over the country; *Chadwick* 17,260–17,265.

MARKET TICKETS:

Issued on Limerick lines at reduced fares; *Malcomson* 3403. Return tickets are issued between market towns on Irish Great Midland; *Ennis* 4086. None issued on Irish Great Southern and Western; *Haughton* 4490. 4594. Answer well on Dublin and Drogheda line; *Murland* 4767. Are issued for all classes on Belfast and Coleraine line at single fares; large numbers use them; *Lanyon* 6068, 6069. 6151. 6159.

Are issued on Belfast and Northern Counties lines at single fares; *Cotton* 7825; and on Irish North-western line; *Shaw, T.* 8305. 8317–8321.

Are issued by Great Northern Company in Lincolnshire; they induce people to travel; *Clarke* 12,883–12,885.

MATHEWS, MR. WILLIAM. (*Analysis of his Evidence.*)

Is proprietor of Corbyn's Hall Iron Works at Kingswinford, in South Staffordshire, and also connected with large ironworks at Clough Hall in North Staffordshire; 10,444–10,446. Names railways and canals with which witness has been connected. Is familiar with process by which all heavy traffic of a district like South Staffordshire is carried on, both by canals and railways; 10,447–10,449. Favourable rates given to new districts, prejudicial to interests of North and South Staffordshire. States that rates per ton per mile for pig and bar iron, out of South Staffordshire to Liverpool or Manchester, more than double those charged between Middlesborough and South or North Staffordshire on London and North-western. Hands in table showing comparative rates at which iron is carried from several districts by which North and South Staffordshire are affected; 10,450. North and South Staffordshire ironmasters seriously affected by favourable rates given to northern ironmasters. Advantages given to Middlesborough traders by railway; they have already a cheap and favourable sea rate; if rates were not low, they would not get so much traffic. Rates per mile should be uniform throughout district. Quotes rates for pig iron from Middlesborough district, into South Staffordshire, and from North and South Staffordshire to Liverpool and Manchester, which show that discrepancies in rates

MATHEWS, MR. WILLIAM—*cont.*
charged are greater for short distances. Should have same advantages. Does not know whether rates quoted include a terminal charge; if charge the same, rate is higher upon the short distance; 10,451–10,457. 10,498, 10,499. 10,526–10,528. 10,537, 10,538. Route that Middlesborough traffic comes by into South Staffordshire. If rates were raised to higher standard, it might force traffic upon some other line; 10,458–10,460. Complains that companies refuse to carry out the short rates except upon their own terms, because they say it is not profitable. Should not be allowed to exclude the less profitable part of traffic, and carry on only the more profitable. Gives instances where they greatly exceed the maximum allowed by the Act. Companies say the difference is caused by the terminals; discussion as to amount charged for terminals; how the words in Act "a reasonable charge for terminals not exceeding "9*d.* per ton" are interpreted. Question as to interpretation has never been tried at law. Was a conference three or four years ago between the chairman of committees, the chairman of railway companies, and freighters, with a view to endeavouring to frame a clause which should control this charge of 9*d.* per ton, but they differed so much in opinion that they could not do so. Delivers in table showing rates for short distances; 10,462–10,477. 10,484–10,488. Does not cost companies half 9*d.* per ton at each end. Terminal varies very much in table delivered in. Can only arrive at terminals charge by deducting parliamentary rate from general charge, and considering residue as the terminal; gives several instances showing Parliamentary rates and terminals calculated in this way. Inference is that where parliamentary rates are unprofitable, they are supplemented by an extravagant terminal charge at each end. Cannot suggest a remedy; 10,478–10,483. 10,493–10,497. Difficult to say what ought to compose the terminal charge. Some indifferent party should decide what this expense should be. Board of Trade should be the tribunal to whom the freighter might appeal. Had a dispute with North Staffordshire Company, who charged more than 9*d.* per ton. Witness refused to pay, and company threatened to stop the trucks until rate paid beforehand; offered to have dispute settled by law, but company declined, and matter ended in a sort of drawn battle; has been since charged a lower rate; 10,489–10,492. 10,525. Public should not complain however low companies reduced their rates, provided same reduction made over whole system; this might possibly prevent companies making any reduction. They should not be allowed to make profit out of a district where there is no competition in order to gain traffic from a district where competition exists. Would not give an advantage to any district already possessing the advantage of sea or water communication; 10,500–10,515. 10,529, 10,530. 10,536. 10,539, 10,540. Would not go to extent of compelling one company to reduce its rate, if another company made a reduction. Could not propound a scheme for remedying the existing evils. Contends that as railways have monopolized the whole carrying trade of the country, equal facilities should be afforded, and that because a certain district suffers from natural inequalities there is no reason it should suffer from artificial inequalities; 10,516–10,524. The law now fixes a uniform maximum rate for each railway, but few act up to them, except upon short distances; would leave companies in the enjoyment of their present rights as prescribed by Act of Parliament; 10,529–10,535. Thinks rule is in the case of two companies amalgamating, and one having a lower rate, for them to adopt the lower; 10,541–10,544. Would be very desirable that notice should be given of any alteration of the rates; a month's notice is generally given; 10,545–10,548. Upon application companies send a list of rates; no security that those given are the same as charged to other individuals; 10,549–10,552. Would be a great advantage to the public if companies were compelled to publish rates. Is objectionable to give an advantage to those sending large quantities; if given the rates should also be published; discussion thereupon; 10,553–10,576. Is in favour of competition. Mentions a case where there was a clause inserted in a bill to effect that Midland, London and North-western, and Great Western should charge same rates, and not promote any other object without consent of all; this combination was in a great measure broken down by contractors, to the benefit of the public. Although competition has generally ended in combination, the agreed rate has always been lower. Cannot give an opinion as to whether charges should be kept down by active competition caused by creating new lines of railways. Has no doubt that railways are managed with ability as regards the interest of the shareholders; 10,581–10,586. Good deal in ironmasters' report that witness should not, perhaps, concur in. Agrees that terminal charge should be separated from the mileage rate; but does not concur in the classification. Thinks that terminal charge should be simply for taking trucks into siding of freighter and bringing them out again; if railway performs other duties, such as loading and unloading, &c., they have a right to charge for that over and above the 9*d.* per ton. Thinks it would be possible to class these extra charges and fix public rates for them; might be left to what may be called competition between railway company and general public. Why rates for transmission of trucks into siding and out of it should be defined. If parties could not agree, freighter would have to take the goods at his own cost; 10,587–10,598. A difference should be made in the terminal charge for such places as London, Liverpool, &c. Has not considered question as to having a uniform mileage rate where goods are forwarded on by a special railway; 10,599–10,602.

See also CAWKWELL. GRIERSON.

MELDON, MR. JAMES DILLON. (*Analysis of his Evidence.*)
Is a solicitor in Dublin and a large landowner in Galway; 6732–6734. Is in favour of Government taking all the railways and working them by a board of commissioners. Has prepared a statement showing number of lines, their average length, and number of separate boards of directors, solicitors, engineers, and secretaries. Remuneration paid to directors. A board sitting in Dublin, consisting of three intelligent business-like men, would be able to manage the railways; vast saving of expense would be effected by amalgamation and by traffic being fairly developed. Inconvenience that arises from want of unity of action between companies; 6735, 6736. 6747–6751. If fares were reduced one half, witness would be able to send about 3,000 tons each year of agricultural produce to Dublin, and example would soon be followed by the farmers. Trucks could take back manure. Uses a good deal of hay in Dublin, cannot have it from Galway owing to high rates. Could also send large quantities of turnips and mangold if rates were about 5*s.* or 6*s.* a ton. Same charge made by railway whether manure worth 3*s.* 6*d.* per ton, or guano worth 12*l.* per ton. Not one-twentieth part of the cattle at Ballinasloe fair are brought by railway, in consequence of high rates and insufficiency of rolling stock. If railways were amalgamated, rolling stock could be borrowed from another line in times of pressure. Companies do not now borrow from each other. If rates were reduced one half, would carry all the cattle of the country. Lean cattle sent to Ballinasloe fair are afterwards taken to Leinster and England to be fattened. Preferable to send them by railway even for a distance of 25 miles; 6737–6746. Reasons why it is hopeless to expect companies will amalgamate of themselves. Serious inconvenience for want of amalgamation of line between Dublin and Belfast. Relates an incident that occurred upon that railway three years ago. Same interest would not be opposed to proposition for selling railways to Government; matters would be in the hands of the proprietors; 6747–6755. Large companies whose preference and ordinary stock yield no return would be willing to sell at prices which fairly represent its depreciative value. How this could be done without cost to the Government. Would pay them a shade more than the market value; 6756, 6757. Discussion as to whether companies would hold back with hope of getting more if purchasing the railways were a matter of bargain between Government and individuals, and not compulsory. Might be necessary to pass an Act providing that majority of shareholders at a public meeting should bind the minority. How Government should arrive at value of shares; should be liberal. Having regard to enormous saving effected in management, thinks Chancellor of Exchequer would have a very large surplus at end of year, even out of present receipts, but under new management expects receipts would double; 6758–6766. 6784. Would require special legislation to meet case of those companies who refuse to come into Government proposal, and throw impediments in the way of traffic; 6767–6770. Power of accepting Government proposal rests with ordinary shareholders, but in some cases the consent of preference shareholders must be obtained; 6771–6781. If Irish railways in hands of one company, there would be some little difficulty as to extensions; how difficulty might be got over; 6782, 6783. How value should be determined in the case of lines paying no dividends; many would pay as soon as Government took them. Thinks Government would act fairly and liberally with the shareholders. Terms upon which they would be willing to sell. Present earning

MELDON, MR. JAMES DILLON—*cont.*
eaten away by salaries; 6789–6791. Shareholders have not the power to force directors to amalgamate; might turn them out and elect others; have never stopped their money; doing so would soon cause them to retire. Shareholders hold their half-yearly meetings, but directors always manage to secure sufficient proxies to control meeting; 6792–6798. A great deal of Great Southern and Western and of the Midland capital is held by English capitalists who will not invest in small lines; 6799, 6800. Does not know salaries of the 100 engineers employed on various lines in Ireland. A return of all paid officers could be easily obtained; 6801.

MERCHANTS:
Memorial of, and others interested in the commerce of London, to the chairman and directors of railway companies connected with the metropolis; *App.* CQ.

MIDDLESBOROUGH IRON DISTRICT:
Complaint by Staffordshire ironmasters that rates from, are unequal and unfair; *Williams* 10,115 *et seq.; Mathews* 10,444 *et seq.*
Explanations in answer to the above; *Cawkwell* 11,657 *et seq.; Grierson* 11,810 *et seq.; Morris* 14,117 *et seq.*

MIDLAND COUNTIES:
Statement by the Rev. J. Field as to want of correspondence of trains on different lines in the; *App.* Q.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND:
Abstracts from the half-yearly reports of, from July 1851 to June 1864, both inclusive, showing the amount realized from passengers, goods, and cattle traffic in each half year, and distinguishing between the returns for first, second, third, and fourth class passengers; also returns of passenger traffic and revenue in each year; *App.* AG. Returns showing company's charges for various kinds of goods; *App.* BH.
See also WATER CONVEYANCE.

MIDLAND RAILWAY:
Unfair and unequal rates charged by company, and occasional extraordinary delay, severely felt by tradesmen at Derby; *Cox* 8575 *et seq.; Renals* 8684 *et seq.; Nicholson* 8796–8798; *Wheeldon* 8863 *et seq.;* witness's business seriously interfered with by them; *Renals* 8711. Remonstrances have been made, but ineffectually; *Cox* 8585. 8654. Effectually in one instance; *Renals* 8697, 8698. Injurious effects of delays on branch lines of company; *Cox* 8665–8669. Rates raised without notice; *Wheeldon* 8922. Instances of unequal rates charged by company; delays (especially where parties use their own trucks), &c., at Nottingham; *Hutchinson* 9723 *et seq.;* and of restricting number of dealers whom they allow to send coals into their yard; *ib.* 9772–9777; *Brentnall* 9824–9826.
Denial of charges of favouritism brought against company; *Allport* 12,362. All parties in same district get same rates; *ib.* 12,363–12,365. Correction of errors made in tables of rates given in by Mr. Clark; *ib.* 12,365, 12,366. Company are not carriers between Liverpool and Derby, and cannot, therefore, charge the exorbitant rates stated; *ib.* 12,367. As to complaints against company for unequal rates, they consider that so long as they are kept within the Parliamentary maximum, no place has a right to complain because another gets a lower rate, the object of the company being in each case to make a profit. Answers to charges of various witnesses as to classification of goods, parcels rates, rates on travellers' patterns, &c.; *ib.* 12,379–12,412. Company's rates on glass, though complained of, are very reasonable; *ib.* 12,413. In answer to Mr. Sturge, as to railway facilities to King's Norton, witness states that there is great difficulty in obtaining land, or the company would gladly encourage the building of suburban residences there; the price of land is excessive; *ib.* 12,415–12,421. Although company charge a very light terminal at Glou- they are at considerable expense there; *ib.* 12,421. as to price of coke at Birmingham (said to be by railway), that there is no coal near suitable facture; company carry it from Derbyshire at er mile; *ib.* 12,421. Answer to complaint correspondence in trains; *ib.* 12,421. As er companies, it is not true that jealousy arrangements for correspondence of 426. 12,434. Particulars of some nts for meeting trains of other 14,429–14,432. Company go commodating the greater num- rovision for the larger traffic; f trains are fixed solely with

MIDLAND RAILWAY—*cont.*
reference to the convenience of the public; *ib.* 12,433. It cannot be helped that sometimes a train is gone when another arrives which is supposed to meet it (this is generally the case with a certain train from Leeds to Derby); it is caused by the fluctuations of numbers, the quantity of passengers' luggage, &c., and could only be remedied by considerably delaying the main trains, which is not desirable; *ib.* 12,436–12,439. Discussion whether the case of the Lichfield train above named could not be remedied; *ib.* 12,441–12,444.
Explanation as to Mr. Cox's statements regarding unequal rates, &c. In some instances the amount of traffic is utterly insignificant, and in others Mr. Cox is mistaken; *Allport* 12,449–12,453. Further, some of the rates in question include collection and delivery, whilst others do not; this makes an important difference; *ib.* 12,454. Correction of mistaken figures quoted by Mr. Cox regarding lead rates between Ambergate and Derby, Ambergate and London, and Matlock and London; rates quoted are completely wrong; *ib.* 12,453–12,460. Reasons why rates on coke cannot be fairly compared with lead; *ib.* 12,461, 12,462. In comparing rates from Stamford to London with those from Stamford to Derby, Mr. Cox (as in a previous case) falls into the error of taking the longer instead of the shorter route; *ib.* 12,463. Denial to statement that company have purchased canal; it is perfectly independent of any railway; *ib.* 12,462–12,464. Tables given in to disprove, by comparison with other companies, the charge that rates are high at Derby in consequence of its being (as alleged) the monopoly of Midland Company; *ib.* 12,465, 12,466. 12,483. Neither is traffic of Chesterfield (as stated) monopolized by company; they get very little of the trade thence from London; *ib.* 12,483. London and North-western Comp an have quite one-half of the Derby traffic, which the Midland Company carry for them, and witness cannot hear of any complaints that this traffic is treated differently from their own; *ib.* 12,484–12,486. Answer to Mr. Cox's complaint of delay, that he, in fact, delayed company's waggons, and although they had to pay demurrage to another company in consequence, Mr. Cox refuses to repay them; *ib.* 12,477–12,480. Witness is not aware of any complaints from Derby of demurrage charges; *ib.* 12,481. Answer to complaint that in consequence of the "Midland railway monopoly," Derby is not progressing; statement to show that this is not the case; that Derby, like Coventry, has suffered from loss of the silk trade, but that population and trade generally have largely increased; several of the principal manufacturers, &c., would be prepared to come forward and state this; *ib.* 12,487, 12,488. The gentlemen who gave evidence before the Commission were not fair representatives of the town; *ib.* 12,492. Tables given in showing increase of population as compared with other towns, and increase in gross rentals; *ib.* 12,494. Reasons for raising rates on silk at Derby and lowering them at Nottingham; *ib.* 12,488–12,491. Justification of company's charges on silk; *ib.* 12,492–12,494. Answer to Mr. Wheeldon's complaints; to many of the places named by him company are not carriers, and therefore have no control over the rates; where they are carriers the rates are very favourable, and will bear comparison with any in the kingdom. The object of raising the rates on grain from Burton to Derby was to rectify inequalities; *ib.* 12,495–12,501. Answer to complaints from Nottingham regarding their management of the coal traffic; *ib.* 12,502–12,520. From 1850 to 1865, with but a slightly increased mileage, company's traffic in goods and minerals rose from 2,479,000 tons to 9,169,000 tons; *ib.* 12,522. The inconvenience and loss to company by break of gauge at Gloucester and Bristol is so great, that they have offered to contribute largely towards laying down narrow gauge; *ib.* 12,530–12,535. Company has been amongst the first to carry out through booking extensively; *ib.* 12,547.
As to supply of coal waggons. Answers to complaints from Wingerworth colliery, regarding alleged favouritism and delay on part of company; *Allport* 13,634 *et seq.* Company's waggons earn more money than those of most railways; *ib.* 13,655, 13,656. Answer to complaint as to want of through arrangements; *ib.* 13,723. Answer to Mr. Wheeldon's complaints as to corn rates between Liverpool and Derby; *ib.* 13,742–13,744. Through arrangements; *ib.* 13,762–13,777. Reduction of fares, and satisfactory results; *ib.* 13,777–13,781. Enormous increase of mineral traffic, and development of district; *ib.* 13,790. With regard to interchange of traffic, trains are fixed with a view to the interests both of the companies and the public; discussion as to arrangement which causes present difficulty of getting from Grantham to Lincoln; *ib.* 13,803–13,810.

MIDLAND RAILWAY—*cont.*

Complaint against company by brewers of Burton-upon-Trent for granting favouring rates, for abuses in terminal charges, and for charging unequal rates; *Cosgrove* 15,674 *et seq.* [*For detail, see* RATES AND CHARGES, &c., 2. COSGROVE.] Witness finds it difficult to get explicit answers to the complaints made to company with regard to the London rates; lengthened correspondence read to prove this; *Cosgrove* 15,848. Witness cannot propose remedies, as company will not answer him; *ib.* 15,849.

See also ALLPORT. NOTTINGHAM. RATES AND CHARGES, &c., 5. SALT TRADE.

MILEAGE OF RAILWAYS:

In 1844, under 2,000 miles; in 1865, over 13,000 miles; *Galt* 7342. 7344.

Average cost per mile travelled is about 2*s.* 6*d.*; *Clarke* 12,927, 12,928.

Gross average earnings per mile 3*s.* 11*d.* for passenger trains, and 4*s.* 6*d.* to 5*s.* for goods trains; *Allport* 16,955. Receipts in 1864 were 60,000*l.* to 70,000*l.* for passengers, and 1,600,000*l.* for goods and minerals; railway approaching position of being no longer a passenger line under Act, and therefore not bound by parliamentary fare, but would never discontinue carrying 3rd-class passengers at 1*d.* per mile; *ib.* 16,961–16,963.

Average earnings of passenger trains in the United Kingdom 56·56*d.* per mile, of goods trains 70·31*d.*; *Gregory* 17,638.

Length of Irish lines and capital authorized, together with the length of such lines opened for traffic at 31st December 1864; *App.* AJ. Similar return to the preceding; *App.* AK.

MILEAGE RATE. *See* RATES AND CHARGES, 5.

MILEY, MR. JOHN:

Statement from, in regard to the emission of smoke from locomotives; *App.* Y.

MILITARY STORES:

Highly important that War Department should have the means of promptly forwarding stores wherever needed, but South-eastern Company will not undertake delivery beyond their own line. To forward stores to Portsmouth for Devonport, for instance, therefore (although there is direct railway communication from Woolwich), carriers have to be employed, who cart the goods to Nine Elms, and forward them by South-western railway. Sent by this means, a gun would be delivered in 12 or 14 hours. If sent direct by South-eastern, there would be no guarantee as to time; letter sent from General Manager given in stating this; *Gordon* 13,560–13,574. 13,593–13,596. Having to employ carriers, Government lose the benefit of the provision compelling railways to carry stores at a certain rate; *ib.* 13,575. At present railways will only carry gunpowder and combustibles at certain times; great inconvenience of this, also of such matters passing unnecessarily through the metropolis; Government should have power to compel their carrying it at any moment; *ib.* 13,579–13,586. 13,597. Inconvenience that South-eastern and South-western Companies have no trucks capable of carrying over 8 tons; heavy guns have consequently to go by sea. North-western and Great Northern have each 30-ton trucks; *ib.* 13,587–13,591. Companies probably would not object to War Department providing their own; *ib.* 13,592. Railway taking charge of stores should be compelled to guarantee expeditious delivery, even though place of delivery be beyond their own limits; *ib.* 13,599–13,609. 13,620. Government stores should have preference over ordinary traffic; *ib.* 13,615. Conveyance of gunpowder; *ib.* 13,616, 13,617. Stores for life-boats are frequently required in great haste; exorbitant charge for their conveyance by rail, though less dangerous than oil or turpentine; *ib.* 13,621–13,627. Gunpowder is charged 4*d.* per ton per mile, and never less than two tons charged for, however small the quantity sent; copy of a contract between War Department and railway companies given in; *ib.* 13,628. New classification of rates for combustibles required; such a classification suggested; *ib.* 13,629. Witness is not aware that companies would object to this; *ib.* 13,630. Inconvenient length of time occupied in conveying a gun by railway; *ib.* 13,631–13,633.

South-eastern Company never refused to carry stores through, but having no railway at Portsmouth they cannot deliver them the same day or the day following that upon which they receive them at Woolwich. There would be no difficulty in making through arrangements for Government stores if required, but they have never yet been officially requested to do so; *Eborall* 16,087–16,101.

MILTON, MR.:

Statement of Mr. Milton, of the War Office, as to the payment to railway companies for the conveyance of troops; *App.* BX.

MINERAL PRODUCTS, IRELAND:

Mineral trade would be greatly stimulated by a reduction of rates; *Sullivan* 1931, 1932. Produce of mines might be trebled if rates reduced; *ib.* 1950. If coal could be had at a moderate price the ore would be made into oxide; most of the ochre found is now allowed to run into the river; *ib.* 1972–1974. By having a railway wharf at Limerick, ore could be sent at a reduction of one third; *ib.* 1986. If southern railways were amalgamated, it would pay to make a branch to the mines; *ib.* 1988. Sulphur export trade; *ib.* 1933. 1995. Supply of sulphur from Sicily has greatly diminished; *ib.* 2007. Mines not worked in consequence of high rates; *ib.* 2011–2015. Coal trade may be expected to increase greatly in the next four or five years; *ib.* 2084. In order to develop some mines, the Great Midland Company some time ago agreed to take minerals at an exceptionally low rate, but from difficulty in getting to railway they were not sent; *Ennis* 4198–4202. Mineral traffic in Ireland ought to be quadrupled; if rates reduced one-half, traffic should be doubled; wherever low rates are introduced a fresh source of traffic springs up; *Bidder* 4330–4332. Principal mines in Ireland are copper and sulphur; *Murland* 4920. Large decrease in last half-year's working of iron ore from unsatisfactory state of railway arrangements; *Barrington* 7280.

MINERAL TRAINS. *See* GOODS TRAINS.

MORRIS, MR. PERCY. (*Analysis of his Evidence.*)

Is general manager of North Staffordshire Railway and Canal Company; 14,102. Produces and explains map of system; 146½ miles opened, 40 more in course of construction; 100 miles of the canal belong to company; 14,103–14,106. States peculiarity of the line; 14,107, 14,108. Average gross rate received on local mineral traffic is only 1*s.* 6*d.* per ton, including finding waggons, locomotive power, road toll, and terminal services; where traffic goes beyond North Staffordshire system, 1*s.* 9*d.*; 14,109. One-fourth of engines run only about 24 miles a day, and remainder do not make as good mileage as those of the large companies, which average about 100 miles a day; 14,110–14,115. Average cost of locomotive power under 10*d.* per mile; 14,116. Has read Mr. Mathews, and Mr. Hollins' complaints; points out where Mr. Mathews is in error, and hands in table of rates from Stoke to various important districts; 14,117–14,119. Respecting Mr. Mathews' complaint that different rates are given from North Staffordshire than from Middlesborough to North Staffordshire (about 22 miles) witness states that rate quoted (¼*d.* a mile) is for pig iron, which, at the request of iron melters of North Staffordshire, was made exceptionally low in order that they might compete with other markets in the production of bar iron; would not be remunerative to charge all traffic at same rate. Witness's argument is, that as long as charges are within parliamentary rates no one has a right to complain if rates are lower upon one part of line than upon another. Mr. Mathews wrong in stating that rate from South Staffordshire to Stoke is 2*d.*; is only 1¼*d.* including terminals, and 1*d.* without; mistake in a great measure arises from a misconstruction of the tolls company are really entitled to charge; 14,120–14,127. Same rates for all descriptions of goods are always charged in both directions between any two places; 14,128, 14,129. As to complaint that North Staffordshire charges are excessive, witness states they are invariably within parliamentary maximum, and that company does not realize a reasonable profit. Gives dividend paid upon opening of line and now; has been gradually progressing; has spent about five millions in development of district in railways alone; 14,130–14,133. In case of differences between parties sending goods and railway company, appeal can be made to Board of Trade; has not had a single appeal; why clause giving power was inserted in Act of 1864; is peculiar to that Act; no object in a similar clause being inserted in all railway bills. Would not object to a fixed maximum terminal charge provided it would insure a reasonable profit to company; 14,134–14,142. 14,162–14,166. Explains why rates are higher for bar iron than pig iron, as shown in table delivered in by Mr. Mathews; 14,143. As to complaint that company charge more than they are entitled to for pig iron to Manchester, witness explains that Mr. Mathews has taken maximum toll, which does not apply to cases when companies do not act as

MORRIS, MR. PERCY—*cont.*

common carriers. Discussion as to right of company to charge the sum of three rates in one case, and only the maximum rate in another; 14,144–14,153. 14,175. Explains statement as to dispute between company and Mr. Mathews, which dispute was eventually compromised. Why charges to North Staffordshire district are frequently less than maximum tolls. Company charge maximum where they can. As a rule rate based upon shorter route. Could not carry at a uniform mileage rate; 14,154–14,156. 14,205–14,207. As to charge that railway company supplement their rates by unreasonable terminal charges for short distances, witness says that they are always within parliamentary maximum; reason why a higher terminal should be charged for short distances. Would be impossible to make terminal charge invariable; 14,157–14,161. 16 miles is about average distance Mr. Mathews' traffic goes over line; it mainly goes by canal, which is cheaper; in some cases his customers order the goods to be sent by railway; 14,167–14,173. Thinks companies have a right to make a reasonable profit out of terminal services; 14,174. Company now find waggons for every description of traffic; until a year ago every iron master or colliery owner found his own; have purchased them at a valuation. Reason why company has found it advisable to adopt a different practice to that adopted by other companies. Thinks South-eastern is the only other company that has adopted system of sending waggons for whole of mineral traffic. Change has given great satisfaction to colliery owners; much less delay; if waggons detained beyond 24 hours company charge demurrage. Would be desirable for all companies to find waggons for mineral traffic; 14,175–14,180. 14,196. By company's owning the waggons they load them both ways; freighters will not allow companies to load return trucks; are enabled to have a better class of waggons; effects economy in use of sidings. Knows of no proviso in any railway Act regulating right either of railway or freighter respecting the sending back empty trucks; is generally understood that charge for forwarding full trucks embraces charge for shunting back empty ones; 14,181–14,190. 14,192–14,195. Has mineral traffic both ways; great bulk of traffic outwards; 14,191. Mr. Mathews' idea of a uniform mileage rate could not be carried out; if it were, it would deprive public of competition. How it would affect North Staffordshire line, and be prejudicial generally to district; 14,197–14,201. 14,208–14,210. Has not heard of suggestion that rates should be uniform, not for distance travelled by rail, but from point to point as crow flies; difficulties that might occur from such a system; discussion as to whether companies, after having incurred heavy expenses in making direct lines are not entitled to charge more than those companies owning lines which have been made circuitous for sake of economy; are numerous instances in which special tolls are authorized under peculiar circumstances; 14,202–14,204. 14,211–14,225. Is sure that companies charge such a rate as they think will be fairly remunerative and at same time develop traffic. Rates charged by North Staffordshire are the result of some years' experience. Rates for short distances not remunerative; cannot be increased. North Staffordshire district in a very prosperous condition; 14,226–14,231. 14,349–14,351. Invariably charge all parties equally between same points and under like circumstances; give special rates for large quantities; 14,232–14,235. 14,246. As a rule give one month's notice of any alteration in rates; alterations have invariably been in favour of public. Manufacturers are holding meetings to raise price of their commodities in consequence of advance in price of labour, but railway companies must carry at same rate, although everything used in conduct of business is enhanced in price; 14,236. Should not object to publication of rate if it were practicable. Traders can always learn those that concern them upon application; their publication would not prevent favourable rates being given to private individuals; could be done by way of rebate; 14,237–14,245. Mr. Mathews' definition of terminal charge not correct. What witness considers terminal service to include; discussion thereupon. Companies would decline to be common carriers if they were not allowed to charge for sidings and other accommodation where loading and unloading undertaken by carriers. Thinks traffic of country could not be carried on if carriers performed their own services; 14,247–14,263. 14,275–14,279. Certain articles which cannot be carried at maximum tolls prescribed by Act; 14,264–14,266. Terminal services are only debited with their proportion of charge for rates and taxes on line. States average cost of terminal charge for conveyance of merchandise; 14,267–14,272. Terminal

MORRIS, MR. PERCY—*cont.*

charge for coal is either 6*d.* or 3*d.*; has never charged more than 6*d.*; under what circumstances 6*d.* is charged, and advantage that arises from carrying coal at low rates for long distances; 14,273, 14,274. 14,289. Reason terminals are higher in London and Liverpool; believes if question were gone into they would rather be advanced than reduced. If public have not gained in competition as regards the rates, they have gained enormously in facilities; 14,280–14,285. On North Staffordshire system the towns of Longton, Stoke-upon-Trent, Hanley, Burslem, and Hunslet all run into one; are really one town; 14,286, 14,287. Has no local coal trade for household purposes; is always carted from collieries; 14,288. Does not take much coal by canal, except to the salt works; 14,290. Mr. Hollins in error in stating that in 1847 company purchased Trent and Mersey Canal at nine times its original cost; was only three times the cost of the paid-up capital; only market price paid. Hands in schedule of Trent and Mersey Canal Company's Acts of Parliament, under which they raised their capital. For last two years have earned rather more than five per cent. guaranteed dividend upon the share capital; mentions heavy liabilities the company have had to meet. Canal accounts are kept distinct; 14,291–14,300. Denies that company have ever attempted to force traffic on the canal; would rather it went by railway. States what witness believes to have been the object in purchasing the canal. Has never been any competition between railway and canal; the latter became the property of the railway company before completion of railway. How it is to interest of company to keep down canal charges; 14,301–14,309. 14,340. As to Mr. Hollins' statement that North Staffordshire rates are excessive, witness delivers in a table showing rates charged from various potteries to London, and per-centages borne by such rates to the value of common earthenware, showing also the conditions of carriage. Table agrees with that put in by Mr. Hollins, but he has only selected those which suit his argument. Explains charge made for earthenware; 14,310, 14,311. Witness states that out of whole of Mr. Minton's traffic, amounting to a great many tons a year, Mr. Hollins has only been able to bring forward six cases of complaint. North Staffordshire Company have done their best to develop trade of district; made certain reduction in rate in January 1865, further reductions will be made in January 1868. Mr. Hollins has never applied for a reduction, but complains of the rate before committees of both Houses, and to Chamber of Commerce. Since witness has been connected with North Staffordshire has never had a single complaint as to rates or mode of conducting business. Mr. Hollins has mentioned that he has never had a claim against company for damages, although goods sent require very careful handling; 14,312–14,317. Mr. Hollins is also wrong in stating that company charge same rate when cartage service not performed by them; states reduction made at country stations and at the potteries; does not know a single case where manufacturers in collieries cart their own goods; they could not do it at the same charge. Witness is astonished at many errors committed by Mr. Hollins in 1866. He gave in a table of tolls in 1862; might as well have quoted a table of tolls charged in 1797; hands in an entire list of original tolls, and reductions since made; 14,318–14,323. Makes no allowance where goods are delivered into trucks at sidings. Rate from siding to siding much lower than from siding to station. Rule which guides company in making this difference. Invariably charge maximum tolls for short distances, where it does not preclude traffic altogether; when put into a siding a terminal charged in addition; how additional charge regulated. Considers company has a right to charge for marshalling the traffic, in addition to siding charge; amount spent for this accommodation. Where siding extends an additional length in order to join a branch colliery an additional charge is made; is by agreement with the coal owners. Charge must be reasonable. Company are not under any legal obligation to carry off the line; 14,324–14,336. In what way a uniform terminal would operate prejudicially. Classification would be very difficult; 14,337, 14,338. Answers Mr. Hollins' complaint that although rate for earthenware from Staffordshire to London has been considerably reduced, Liverpool rates remain the same; hands in table showing reductions made in last 33 years; 14,339. Has prepared and delivered in a statement of traffic previous to opening of railways, and for some years after opening of railway, which is a perfect answer to Mr. Hollins' complaints; 14,341. Entirely disagrees with Mr. Hollins' explanation as to causes which have prevented introduction of competing lines into North Staffordshire district, and as to statement

Morris, Mr. Percy—*cont.*
that company had created a monopoly, and states that committee were satisfied as to what company had done in district by way of developing traffic, and with the moderate charges made, and that company had introduced very active competition by granting running powers to North-western over whole of system. North-western have granted running powers over a certain portion of their system in return; both companies use their powers. Running powers first established in 1851. Believes North-western lease the South Staffordshire. Reason amalgamation between North-western and North Staffordshire has been refused; 14,342–14,347. Committee who rejected the Bill in House of Lords read the agreement between Mr. Sneyd and North Staffordshire Company; 14,348. A considerable part, though small in extent, of company's district is very populous. Has an omnibus service between pottery towns at very low fares. Gives fares to Hanley and Longton, and mileage rates on agricultural portion of line. Reason why such immense number of workpeople avail themselves of the omnibus traffic; they only go home to their meals when distance short; description of the carriages; do not give return tickets to third class. Carry an immense number of people every year by excursion trains; cheap trains used principally for pleasure traffic; 14,352–14,360, 14,363–14,368. Bulk of increase of pottery trade is in earthenware; 14,361, 14,362. Thinks third-class fares should be reduced on North Staffordshire line; would adopt a sliding scale according to distance; would reduce long distances 50 per cent.; believes reduction would pay; would be a great benefit to working classes if they could travel long distances cheaply. Has frequently advocated reduction; thinks company will try scheme; 14,369–14,375. 14,379. 14,382. 14,389, 14,390. 14,393. 14,394. Would confine low rates to one train a day in each direction, and run it at such an hour as would only be convenient to class for whom it was intended; principle same as parliamentary train, but at lower fares; 14,376–14,378. 14,380. 14,387, 14,388. Discussion as to class of people who would take advantage of cheap trains; 14,381. 14,383–14,386. A reduction below 2*d.* for first-class passengers would not be beneficial to companies; no reduction of this class would pay on North Staffordshire line; 14,391, 14,392. Company has never considered question of better means of communication between passengers and guard; has never known a case where it would have been of the slightest use; 14,395–14,397.

Mortgage Debentures:
Statement of mortgage debentures, bonds, and other loans of Irish railways, from the commencement, showing amounts, rates of interest, dates at which to be repaid, &c.; *App.* A W.

Mulvaney, Mr. William Thomas. (*Analysis of his Evidence.*)
Was for a considerable time a Commissioner of Public Works in Ireland. Since 1855 has resided at Dusseldorf, in Prussia, being part owner and sole manager of two collieries in Westphalia; 1047–1052. His attention has been called to the railway systems in Ireland and Germany; 1053–1056. In consequence of high rates coal could only be sent by railway about 50 miles, but a reduction took place, and it now goes about 500. States the difficulties that had to be overcome before reduction took place, which was finally effected by 32 collieries guaranteeing to deliver 25,000 tons in a year at Magdeburg at a proposed rate, subject to a penalty equal to the original freight in case of failure; 1056–1060. 1062–1065. 1082, 1083. 1237–1239. Witness sent as an experiment 10 tons of coal to Magdeburg (54 German miles), and had to pay for freight 2*l.* more than the coals realized, although they were equal to and purchased at the same price as English coal; 1061. 1073–1079. In consequence of State jealousies, the rates are not the same on all the railways. Reduced rate rather less than English rate, but in some cases there is a terminal charge of 3*s.* a waggon of 5 tons at each end of the system; 1066–1069. The result of the arrangement has been very satisfactory to the railway companies. The Dutch-Rhenish line, from having no trade in coal, had, last year, 147,000 tons from Germany alone; 1070, 1071. English coal goes chiefly by canal to Berlin; 1080, 1081. In Prussia a number of the railways belong to the State; 1084, 1085. The German unions of railways, consisting of various boards, fix all rates for the through traffic; 1086–1090. The system of carrying coal at the low rate is spreading. Statement as to the collieries in Westphalia; 1091–1097. Income much increased in consequence of the reduction. Reads

Mulvaney, Mr. William Thomas—*cont.*
from a report of the Cologne and Minden Railway, showing that every reduction in the rates, whether in passenger or goods' traffic, has increased the dividend. Gives some particulars as to their earnings, mileage, and capital; 1098–1115, 1161–1164. Passenger fares lower in Germany than in Ireland. Gives average charges. A slight reduction has been made, but not to the same extent as for coal. A considerable reduction has been made in the rates for iron ores, &c., and matters essential for reduction of iron; 1116–1120. In Germany there are very few return and no season tickets issued. On the Rhenish Railway there have been reduced charges for excursion trains; 1121–1130. The German union do not permit special rates to individuals; the tariff is published. Thinks there should be variable rates; gives reasons. The Government approve the rates only upon those lines in which they have an interest; 1131–1138. 1165–1169. Coal could not have been sent to Bremen and Hamburg unless terminal charge had been reduced. There is an agitation for a like reduction in the intermediate towns; 1139, 1140. Companies find it to their interest to make sidings for the unloading of coals, otherwise they would not get the trade; 1141, 1142. The same rate should be charged by two different companies carrying the same distance, although one may have been put to a great expense in providing sidings; this question discussed; 1143–1147. There is very little difference in speed between the German and Irish trains; 1148–1150. In Prussia competition was prohibited, but the Government are now changing the law, and promoting railways and canals in order to produce competition; 1151–1154. Cost of obtaining a railway bill much less in Germany than in England; 1155. The construction of a railway in Prussia rests with the Minister of Commerce and Public Works; 1156, 1157. The monopoly guaranteed to certain railway companies, limited generally to 50 years, with the power of increasing it upon application of the whole company and with the sanction of the State. In the case of the Cologne and Minden Railway, concessions were made upon the understanding that after a certain period the Government should have power to take possession; 1158–1160. In Hanover, Brunswick, and Bavaria the rates are fixed more with reference to the interests of the public than the railway companies. It was represented that a reduction of the rates was essential in order to raise the interest of the trade of the country, and that such reduction would be profitable to the companies. The Government would not have sanctioned the reduction if it had not been for their benefit; 1171–1174. The management of railways an exceedingly difficult question. Competition is essential to success in almost all great commercial matters, but thinks it is not the province of Government to manage railways. Putting Irish railways under one management would lead to a monopoly. Complains that the railways are not joined together; none of those which come into Dublin go down to the harbour, owing to the want of meeting trains coming from Cork to Belfast; goods passing through the centre of Ireland take nearly a week, whereas if a suitable connexion were made they might go through in 10 hours; 1175. There is a great deal of traffic which might be developed in Ireland if rates were lower. Traffic small in comparison with what it might be; 1175–1182. Railway companies have nothing to fear from competition by sea. The rate for coal upon Irish railways is about ¾*d.* per ton per mile; 1183–1186. If fares were reduced one-third, there would be a temporary loss, but the ultimate success would be certain; discusses this question; 1226–1235. 1240–1250. The district with which witness is connected is a vast coal field, and has enormous capabilities of production undeveloped. If rates were reduced, increase of traffic would not be so great in Ireland as in Westphalia, but the introduction of coal into Ireland, coupled with low rates, would greatly improve the country; gives reasons. A reduction of rates for travelling and carriage of agricultural produce would be beneficial; 1190–1194. Potatoes, corn, and agricultural produce are sent by railway from the agricultural provinces of Prussia into manufacturing districts of Westphalia and the Rhine at very low rates; 1195–1197. In Ireland there are ores rich enough to pay for working if coal were near. In Galway there is coal, but not so free as in Prussia, as there is always some difficulty as to title; 1198–1200. Railway companies have not run a branch into the Kilkenny and Tipperary districts. It may not pay to make branch railways to develop the Irish coal trade, but witness believes a reduction of the rate would very much increase the English coal trade; 1201–1205. Coal can be raised in Prussia better than in Belgium; 1206. At Cork the consumption of coal is increasing; it is cheaper in the eastern parts of Ireland than in Dublin; 1208–1212.

MULVANEY, MR. WILLIAM THOMAS—*cont.*

Cannot explain why there are no facilities for unloading coal in many of the Irish ports; only partially afforded in London; 1213, 1214. There is a great want of enterprise in Ireland; 1215. Does not know the price of coal at the stations, but at Kildare, by canal, it is 14*s.* or 15*s.* per ton; 1216–1218. Freights on railways ought not to vary according to the time of year, but fixed rates are inconsistent. Would fix a much lower maximum (which should not be reduced in all cases) than at present, and allow the greatest possible liberty to go below that maximum. Thinks that railways are intended not only to carry existing traffic, but to seek out and create new; 1219–1223. The profits of Irish railways have very much decreased. Considers that directors are in error in assuming that railways are constructed for passenger instead of for goods traffic; 1223–1225. The reduction in Germany is chiefly in the case of new traffic; 1236. There are special rates for Government purposes, and for their own service, but for the public everything is fixed and published. Is aware that in England and Ireland special bargains are made with individuals for the carriage of goods. Mentions an instance where the practice of having various rates has been attended with great advantage; 1251–1260. When the coal traffic was established between the collieries and Magdeburg, an arrangement was made between the producer, the carrier, and the seller. There is a special rate for coal, but not for other produce; 1261–1265. In parts of Ireland there is a large demand for coal, but not in the interior; 1266–1270. Scarcely any back carriage in the trucks which convey coal on the German lines; 1272. The railways do not amalgamate, they only unite for the purposes of through traffic; the principle being uniform rates and tolls only for the through traffic; 1272–1275. Passenger trains are frequent in the district with which witness is best acquainted; 1276. There is a feeling springing up in favour of a system of competition; 1277. The State has several lines, of which a report is published yearly, showing their cost, &c.; 1278, 1279. Coal could be carried to Paris, the distance being about the same as to Berlin, but English coal could not be laid down there as cheaply as witness could lay it down; 1283.

Further examination.

Wishes to show the impossibility of developing any system without a connexion with the various systems of railways that exist in Dublin; without that no system like that of the German unions can be effected. Sidings and branches to places that would afford trade should be made by companies without incurring the enormous expense of separate Acts of Parliament. In the German union the waggon work is provided by the various companies, who furnish their quota for the purpose of through traffic, and arrange a tariff for the transport of goods, and fix rate for waggons passing over the lines of another party. Had difficulty in inducing the union to adopt a per-centage deduction from the rates for full trains running through from fixed station to fixed station. This system might be adopted to great advantage in Ireland. The organization of goods trains at fixed times has been found beneficial in Germany. The Irish fares are too high, and as a natural result the dividends are diminishing. New markets might be developed by low variable tariffs. Fixed rates, however low, may nevertheless bear a certain new traffic. German passenger rates should be adopted as a maximum in Ireland. Introduction of English coal into interior of Ireland would lead to development of the coal districts which exist there. States how proposed changes might be effected; 1847, 1848. Plan which exists in Germany for decreasing expense of making sidings and branches) 1849–1860. Level crossings (very prevalent in Germany; where the traffic is increasing, injurious; 1861, 1862. Circumstances connected with development of coal traffic not exceptional in Germany in consequence of the coldness of the country and the expense of fuel; the private consumption is a small matter. Before construction of railways wood was used for manufacturing and domestic purposes, although within a few miles of the coal pits. Increase of consumption of coal did not take place until the rates were reduced; 1863–1866. Discussion as to whether plan of raising money on terminable annuities would increase charges upon railways; 1867–1875.

Further information from witness in regard to German railways; *App.* DT.

MURLAND, MR. J. W. (*Analysis of his Evidence.*)

Irish Great Southern and Western Railway permit persons to take their goods to and from the railway, thus saving the charge for collection and delivery. In calculating rates terminals are taken into account; 4568–4572. Concurs with Mr. Haughton in matters of fact, but not in opinion; does not take so gloomy a view of the prospects of traffic increasing in Ireland, though thinks it not so capable of development as the traffic of this country. If rates were reduced, traffic in cattle and in third-class passengers would increase; but there would be temporary loss to the railway companies. Would not advise a reduction; 4736–4738. Coal traffic will steadily increase. If rates were reduced 50 per cent., consumption would not materially increase. Conditions under which cattle traffic is conducted render it expensive to work; question discussed; 4740–4759. Reduction of rates would give rise to some traffic not now anticipated; that in grain would probably increase. Cultivation of flax would not be materially affected by a reduction; reasons; 4760, 4761. Has been nearly 17 years chairman of Dublin and Drogheda Railway Company, and for some years a director of the Irish North-western, which extends from Dundalk to Londonderry. Not so well acquainted with lines in that part of the country as with the Dublin and Drogheda and Great Southern and Western. In some respects there is much denser population on a portion of the Dublin and Drogheda line than there is on the Great Southern and Western. Has more third-class traffic (chiefly for short distances to the markets) in proportion. Interest to give third-class return tickets on that line. Proportion of return tickets to single tickets for short distances is as three to one; 4761–4767. No important towns between Dublin and Drogheda. Line extends to Oldcastle. Books through, with the northern lines, at same scale of fares. Belfast Junction Company issues third-class return tickets, but Ulster Company does not. Complaints in Belfast of communications being in the hands of three different companies. No discord between them; 4768–4775. Accommodation between Dublin and Belfast; speed of trains; class of passengers and fares. Great traffic between the two towns. Same carriages and waggons run through, but not same engines; 4776–4782. District between Drogheda and Oldcastle richer than average of district traversed by Great Southern and Western; is not the most productive in way of traffic; 4783. 4785. Does not carry near so much cattle as Great Southern and Western in proportion to receipts; 4784. Paid five per cent. dividend until competing railway opened between Dublin and Navan; that line has never paid a dividend. Effect competing line had upon traffic; decrease in 1861 attributable to bad harvests; is slightly recovering; 4786–4792. 4837–4840. Cattle traffic stimulated for a short time by bad harvest; 4793, 4794. Manufactories such as those at Drogheda and Balbriggan add to traffic; 4795–4797. Has some coal traffic between Dublin and Clones and Oldcastle; 4798. Consumption has increased, and will continue to do so. Classes who consume coal; 4799–4805. Coals can be brought to Drogheda; there is a good fleet of steamers and small sailing vessels trading to it. Railway comes near the water. Mileage rates for coal and price at Drogheda and Dublin; 4806–4813. Traffic in district round Belfast much larger than in agricultural districts, but railway not more prosperous than those in south of Ireland. Quotes dividends paid by certain lines. Were not very expensive lines; 4814–4825. Traffic within a certain radius of Belfast is large. The Irish North-western paid no dividend; it now pays the interest on its bonds. Traffic fell off in 1862 and 1863; is slightly mending; railway made with economy; 4826–4834. Trade to Belfast has much increased, but traffic has not increased in proportion. Mentions change that has taken place in the linen trade. Carries a great quantity of flax. Reason why it is principally grown in Ulster; 4835, 4836. 4851–4873. Would make a through rate through any town between Dublin and Belfast for this traffic if it were demanded; discussion thereupon. Compared with present population traffic in Ireland has increased. Does not think railways have suffered from emigration; 4841–4845. New lines are being constructed in the North, although present lines are to a great extent unprofitable. Thinks the extension of unremunerative lines a matter of speculation; 4846–4850. It would be an advantage if three or four of the northern lines were amalgamated. Difficulty in the way of the Irish North-western amalgamating. Tried to bring about an amalgamation between witness's company, the Belfast Junction, and the Ulster, but failed. Reason of failure. Would not be a necessary part of amalgamated company to embrace the Coleraine line, it being to a certain extent independent, but the other four should be if the convenience of the public is to be consulted. There are eight lines between Armagh, Londonderry, and Belfast. A solicitor tried forcibly to

MURLAND, MR. J. W.—*cont.*

amalgamate the Dublin and Drogheda and Belfast Junction, but shareholders almost unanimously rejected the proposition; 4874–4890. Lines paying no dividend will not be worked so well as paying lines. Wants of the public not so well supplied now; 4891, 4892. Shareholders would not submit to a loss unless they were sure of an ultimate gain; 4893–4895. No objection to transfer of return tickets; 4896, 4897. Thinks a gradual reduction in all classes of passenger traffic (particularly third class) and in goods would probably recover themselves in a few years; 4896–4900. Third-class fares should be reduced to ½*d.* per mile, but would begin at ¾*d.*, and wait and see effect on each class of traffic. There would be no disadvantage in decreasing rates gradually; 4901–4904. Has not known third-class fares raised, but sometimes lowered. Third-class receipts of Dublin and Drogheda Company bear an excessively small proportion to total receipts; this is rather in favour of reduction; 4905–4908. If amalgamated, an increase of traffic in populous parts would be a set-off against loss in sparsely populated parts. Experiments of amalgamating might be successful, but difficult on individual lines. A proportionate reduction should be made in first and second-class fares when third-class lowered; 4909–4913. All the Irish railways might be managed by a single company, and considerable improvements leading to increased development of traffic introduced. Saving in management would not be so great as expected; 4914–4919. Thinks there are no mines worked in the north of Ireland in district with which witness is connected as a director. There are some collieries near Dungannon accommodated by canal; 4920, 4921. A great many manufactories have been built in Belfast, and some large mills near there. Does not know of any manufactories having been established in consequence of the construction of railways in Ireland. The population of Portadown has increased from 1,000 to 10,000 since Ulster railway made; 4923–4928. Many of the railways have been made at an unnecessary cost, but too little of the money has been spent upon the road, consequently they are badly made, and the sleepers defective; instances the Cork and Youghal line; 4929–4936. Dublin and Drogheda line has no through-booking with Armagh and Newry line, except through the medium of other companies. Could not give tickets through from Dublin to Armagh by Newry and Armagh line; 4937–4939. No line in Ireland in as good condition as London and North-western line. A few of them are very good; 4940–4942. Return tickets on Sundays at single fares for all classes of passengers are issued on Dublin and Drogheda line; adds much to the traffic in summer time; same trains run in winter. States for how long return tickets are available for certain distances. Third-class will only avail themselves of excursion trains at holiday times; trains are then crowded, and financially satisfactory; 4943–4951. Would like to see experiment of reducing rates and fares tried, but not at expense of shareholders. If Government would purchase railways, shareholders would be willing to take a smaller dividend, and in this way they might have some margin which could be applied to reduction of fares; 4952. Lines, although not in first-rate repair, would bear a much larger traffic. State of repair an important question if Government were to purchase them up; 4953–4956. Shareholders of non-paying dividend lines would not be disposed to make the Government a present of their capital, many would sell at very moderate terms. There are some speculative people who would buy the shares of some lines at low prices, but with regard to others, purchasers could not be found. Line from Bagnalstown to Wexford does not pay working expenses. Interest paid by Dublin and Drogheda and Great Southern and Western Companies. Any line in good credit can get its debentures out at 4½ per cent.; 4957–4962. Preference capital of the Dublin and Drogheda; 4963.

Explanation from Mr. Fishbourne in reference to certain statements made by witness; *App.* BC.

N.

NAAS, LORD:

Letter from, to the Chairman on the subject of Irish railways; *App.* DF.

NAVAL ARSENALS:

Comparison of the railway service in France and England between the metropolis and various naval arsenals; *App.* DM.

NAVIGATION. *See* WATER CONVEYANCE.

NEW RAILWAYS:

Not desirable or possible to stop new competing lines as long as railway property goes on improving. No restriction should be put upon them, except as far as necessary for protecting property proposed to be passed through. Opposition should not be allowed merely on the ground of its being a competing line; *Hawkshaw* 14,595–14,602. 14,649. Witness does not think that further obligations are necessary to compel construction of lines for which Acts have been obtained, as he is not aware of any cases since 1846 of powers obtained which have not been exercised; *ib.* 14,603–14,611. Parties who were willing to do so should be allowed to make new railways wherever they might be considered necessary as freely as they would erect a new mill or start any other business concern; *ib.* 14,650–14,661. There are few persons who would make a railway unless there is a probability of its paying; *ib.* 14,657. There are gentlemen who will expend their money in things of this sort, if they cannot do it in this country they will elsewhere; *ib.* 14,659.

Where districts need accommodation, new lines should be granted, even though it produce competition; *Harrison* 15,312.

See also SPECULATIVE COMPANIES.

NEWRY AND ARMAGH RAILWAY:

Returns showing company's charges for various kinds of goods; *App.* BH.

NEWRY, WARRENPOINT, AND ROSTREVOR RAILWAY:

Returns showing company's charges for various kinds of goods; *App.* BH. Communications from Mr. Peter Roe on the results of lowering fares on the; *App.* CC.

NICHOLSON, MR. THOMAS HENRY. (*Analysis of his Evidence.*)

Has been for last eight or ten years a silk manufacturer in Derby; attends on behalf of the Chamber of Commerce there; 8763–8765. Complains that railway companies' liability for loss of silk goods does not extend beyond 10*l.* Rates for silk very high; quotes them, and gives number of miles from Derby to London. Mentions a case when companies denied their responsibility, although the goods were abstracted by one of their late servants; entered into a compromise; could not legally have recovered the amount of goods lost beyond the 10*l.* Can have an insurance, but as it is about 50 per cent. increase, it is better to risk loss; 8766–8780. No reason that silk should be placed at such disadvantageous terms as compared with other articles; a hamper of lace can be sent to London for less than half the cost of silk goods, and company are responsible for it if lost in transit. Reason why distinction made in Passenger Act for certain classes of goods; 8781–8784. 8847–8851. In sending ribbons by railways has to pay for the whole weight, although three parts are made up of wooden rollers and paper; thinks in such a case there should be a special rate; has tried paper rollers, but retail traders object; tin ones would do, if they were less expensive. Gives value of one cwt. of silk goods, and freight charged. Thrown silks are not rolled upon wood. Considers it a hardship that goods should be obliged to be packed in a particular way, and then an excessive rate charged; 8785–8795. Complains of the inequalities of the rates for silk between place and place; gives instances; 8796–8798. 8857. Should be a uniform maximum rate, irrespective of questions whether there is competition, or cost of construction of line. Discussion whether a uniform rate would be possible, as in cases where lines have been expensively constructed, or made through unproductive districts, companies would be carrying at unremunerative terms. Might be feasible to have a mileage rate to certain distinctly specified towns. If there were uniform rates, Parliament should not refuse to sanction a line being made through a district unprovided with a railway, because rates required to be charged to make it remunerative would be above those fixed, as such rates might be only half those now charged by coach, &c.; 8799–8821. As far as witness's experience goes does not think there has been a general reduction of rates; under a disadvantage in only having one line at Derby; 8822. Would allow companies to reduce rates if they thought proper. Is a maximum rate now for certain kinds of goods, but companies can increase it by adding a terminal charge; 8823–8832.

NICHOLSON, MR. THOMAS HENRY—*cont.*
Would abolish clause in the Passenger Act, as there should not be a reservation of silk goods from other goods in the classification; railways should carry by weight, without reference to value. If companies' liability is not greater for carrying gold then for carrying pig iron the rate should be the same; would amount to taking some standard of weight as the standard of value; discussion as to how standard should be taken; 8833–8853. If Carriers' Act were abolished, railway company's liability would be in same relation to goods as they are now to passengers; 8854–8856. By having competition at Derby, some of the inconveniences would be done away with, but unless clause in Passenger Act were abolished, the principal grievance would exist; 8858–8860.

NICKS, MR. ALDERMAN WILLIAM. (*Analysis of his Evidence.*)

Is a large timber and slate merchant at Gloucester; has been alderman, and twice mayor of that city; attends at the request of the Gloucester Chamber of Commerce; 8936–8939. Gloucester merchants suffer both from want of competition, and a more direct route to London *viâ* Oxford; describes present route, and how during last 20 years all attempts to obtain a more direct route have been frustrated by the Great Western Company; 8940–8946. Number of trains per day from Gloucester to London, and fares; in consequence of competition fares higher than to Birmingham (13 miles farther), and not same advantages given with return tickets. Where no competition, Great Western charges express fares. Return tickets available for two days; 8947. 8977–8989. Worcester and Gloucester about same distance from London; no competition at present to Worcester. Fares have not been altered since amalgamation with Great Western Company; if they had been increased, traffic would have gone by another route; 8948–8952. All the grievances were represented when Bill for the amalgamation was before Parliament; how a certain clause inserted in this Bill has injuriously affected Gloucester people; has not a copy of the clause; 8953–8955. 8975, 8976. Line between Swindon and London more expensive to work than between London and Worcester or Birmingham, and has bad gradients; but charges should not be more on that account. Gloucester people think that route to London should have been *viâ* Cheltenham and Oxford; would not have been a bad country as laid out by East Gloucestershire line; gradients much easier, and distance not greater; how far sanctioned; its course; would rather tend to favour London and North-western Company; discussion as to the distances by the different routes to London; 8956–8974. Great Western Company charge considerably more for goods than Midland Company; broad gauge not adapted to goods traffic; contrasts the rates by each line. No competition on Great Western line; company can charge what they think proper; if railway were narrow gauge could carry cheaper; has power to lay narrow gauge down, but has not done so. Goods going beyond Hereford have to be transhipped. Great convenience if narrow gauge all the way; break of gauge inconvenient, and damaging to goods; 8990, 8991. 8997, 8998. 9000–9004. Great Western Company would not get custom, if Gloucester merchants did not try to keep their trade together; trade to Hereford and towns between diverted to Newport, which has advantages over Gloucester; hopes to remedy evil next session; 8992–8996. Gloucester Chamber of Commerce memorialized Great Western board respecting the rates, but nothing has been done; 8999. Gloucester and Hereford line is open at night for traffic; line single, and bad; cost a large sum; 9005, 9006. Is not aware that London and Hereford mail goes by way of Shrewsbury; 9007. Should be an uniform mileage rate upon all railways for different classes of goods; cannot say that rates should be fixed irrespective of amount of traffic or cost of line; railways are constructed cheaper now; but not necessarily at expense of gradients, or by works being more slightly made; mileage rate should be paid on actual ground gone over; 9008–9011. No importance given to Gloucester by having a very circuitous line to South Wales; 9012, 9013. Reasons why commercial class of Gloucester opposed the direct line. Discussion as to whether the construction of certain bridges across the Severn will be advantageous to trade of Gloucester. Direct line to South Wales will not affect Gloucester; trade chiefly with Midland district; 9014–9021. 9031–9043. Although people at Gloucester desire another line, they are not able to subscribe all the money for its construction. East Gloucestershire line was obliged to apply to Midland to advance funds, in consequence of local parties not having sufficient interest in its completion, but it was

NICKS, MR. ALDERMAN WILLIAM—*cont.*
decided that Midland could not advance them; 9022–9026. Thinks Great Western Company should treat people in the west as they treat them in the north. Does not know whether the Birmingham traffic pays; 9027–9030.

See also GRIERSON.

NIGHT TRAVELLING:
Travelling by night is diminishing, and in opinion of witness will in a few years cease altogether; *Allport* 16,954.

NON-LIABILITY FOR LOSS OF GOODS IN TRANSIT:
Railway companies take advantage of the provision in the Carriers' Act limiting liability for loss, &c. on certain goods to 10*l.*, unless a heavy insurance be paid; in a recent instance witness lost 90*l.* worth of silk on Midland Railway, but company acted liberally by repaying him 45*l.*, though only legally liable for the 10*l.*; they also took active measures, and discovered the thief; *Nicholson* 8763–8780. The 10*l.* clause should be abolished; *ib.* 8834. Silk takes a high terminal charge as a set-off against risk; *O'Brien* 12,218–12,221.

NORTH BRITISH RAILWAY COMPANY:
Reply of the, to the charges of delay in the delivery of goods; *Appendix* DX.

NORTH-EASTERN RAILWAY:
History of the bad treatment witness states he has been subjected to by company, nearly causing his ruin; *Oxlade* 1876–1923. *For detail of same, see* OXLADE, MR. WILLIAM, *and for answer to this, see* O'BRIEN, CAPT. WILLIAM. SHERRIFF, MR. A. C.
Complaint of irregularity of passenger fares between Darlington and Newcastle; *Wooler* 9556–9566. 9698–9703; Answer to this; *O'Brien* 12,152. Also of preferential rates granted and apparent favouritism shown by company; witness considers that special rates should be published; *Wooler* 9567–9619. Instances of favouritism in witness's own experience, where his coals have been kept standing an undue time, his customers greatly needing them all the while, through an unfair number of waggons being allowed to more favoured parties; *ib.* 9620–9650. Further similar instances; *ib.* 9679–9698. Waggons have been standing empty in directors' collieries whilst witness has been distressed for them; *ib.* 9651. Necessity for competition with North-eastern line; *ib.* 9677–9679. 9702, 9703. Unfair treatment to private owners of waggons, in order to compel use of company's waggons only; *ib.* 9704–9712.
In reply to complaint that company favour Hartlepool and other ports at the expense of Hull, witness states that they have really given substantial pecuniary support to the latter at the request of the merchants and shipowners, who complained of the want of accommodation, &c. there; *O'Brien* 11,961–11,967. Statement to show that the railway rates on timber at Hull are far from exorbitant, and that they have not driven the traffic elsewhere, also that the dock accommodation is very insufficient; *ib.* 11967–11,969. Impracticability and inexpediency of a uniform mileage rate; *ib.* 11,969, 11,970. Rates are much the same from Liverpool to either Hartlepool, Hull, or Newcastle; *ib.* 11,981. Although company have a considerable pecuniary interest in Hartlepool Docks, and own docks in the Tyne, they give them no additional facilities, but act upon the principle of treating all ports alike; *ib.* 11,981–11,990. If, as Mr. Wright states, rates from Birmingham to Hartlepool are lower than to any other part of the country, company are not responsible for it; *ib.* 11,992–11,994. Cases in which company grant special rates; *ib.* 11,995, 11,996. Company have made arrangements with other companies for equal rates as respects Hartlepool and Hull and all the principal towns in Yorkshire and Lancashire; *ib.* 11,997–12,004. Uniform mileage rates would give a monopoly to certain ports to the injury of others and of the consumer; *ib.* 12,028–12,032. Dock dues at Hull higher than at Hartlepool and several other ports; witness considers them too high; as do also the Hull merchants, who tried to compel them to raise their Hartlepool dues, but Parliament would not consent; *ib.* 12,033–12,037. Some of the short general traffic to the coal districts does not pay, but it is done to oblige the coal owners, who are very good customers; *ib.* 12,043–12,046. These rates vary according to circumstances; *ib.* 12,047–12,055. Full explanation of the principles upon which the company conduct their land-sale coal trade; *ib.* 12,064–12,086. Though disliked by the middle-men, the system is approved generally by the colliery owners and the consumers; *ib.* 12,087–12,091. 12,145. Occasional charges of favouritism have been brought against company in

NORTH-EASTERN RAILWAY—*cont.*
working the system, but with little foundation; *ib.* 12,092–12,101. Discussion of merits of system. Care needed in carrying it out, and reasons for its adoption. Plan of unloading; *ib.* 12,102–12,109. Company have introduced it throughout their system; they believe it is economical and encourages consumption; *ib.* 12,110–12,116. Rates are adapted so as to bring coals from different collieries into fair competition; *ib.* 12,117–12,122. Company contend that they are not common carriers, and can therefore refuse to carry for any particular individual if they think fit; *ib.* 12,127–12,134. Legal decisions have confirmed this view; *ib.* 12,135. Some, who cannot get their coal carried, complain of favouritism; *ib.* 12,136–12,139. Some do not care about the land-sale trade at all; *ib.* 12,149. System originally established by Stockton and Darlington Company; *ib.* 12,140. Some of the directors are coal proprietors, but they are treated same as others; *ib.* 12,141–12,144. Particulars of company's connexion with Stockton and Darlington section; a parliamentary train is now run upon it; *ib.* 12,159–12,173; reasons for not running this before; *ib.* 12,181. Considerable reduction now going on in passenger fares; *ib.* 12,174–12,176. Passenger traffic decreasing and goods traffic increasing; *ib.* 12,182–12,184.

Denial of Mr. Wooler's charges of favouritism, and explanations given to show that company were really acting more for the public interest than their own; *O'Brien* 12,185–12,188. Explanation of circumstances under which company refused to carry coals for Mr. Wooler, and justification of that course; *ib.* 12,189–12,192. Distinct denial of Mr. Wooler's allegations as to favouritism to a director, &c.; *ib.* 12,193, 12,194.

[*Mr. Wooler's complaints will be found more fully answered under* "MACNAY, MR. THOMAS," *and* "STOCKTON AND DARLINGTON RAILWAY."]

No local competition by railway; some by canal, which tends to keep rates down, but railway and canal tacitly understand that they will not injure one another; *O'Brien* 12,195–12,204. A Bill is before Parliament for a line in opposition to company; *ib.* 12,206. Company has never found any difficulty in making through arrangements; *ib.* 12,444–12,449. North-eastern Company quoted to show that with good security for their money, and fair prospects as to dividend, the amount of railway accommodation throughout the country will be greatly increased and charges reduced; *ib.* 12,266. A large portion of company's district is purely agricultural; *ib.* 12,273; goods traffic in this increases considerably more than the passenger traffic; *ib.* 12,270–12,279.

Answer to complaint that Hull is injured by company being interested in docks there and elsewhere; and justification of their course as to rates to various ports, and as to charging such dock dues as will attract traffic; *Harrison* 15,169–15,183. Public generally approve of the system; *ib.* 15,184. In Hull itself great difference of opinion prevails on the subject; *ib.* 15,185. North-eastern is the largest amalgamated company in the kingdom; amalgamations have been earnestly desired by the traders, &c. of the district; *ib.* 15,184. Company have no desire to extend any further, but spend all they can afford on their own district; *ib.* 15,341. General gradual reduction of fares on company's lines; *ib.* 15,202; but not in agricultural districts; *ib.* 15,223. The great bulk of the travellers in the manufacturing districts are third class; *ib.* 15,227. Particulars of company's coal rates; *ib.* 15,228–15,233. Discussion as to those between Cleveland and London and Staffordshire and London; *ib.* 15,234–15,236. Company find waggons for everything; *ib.* 15,412.

Letters from Mr. William Oxlade to the Commissioners, stating that charges are much higher on this railway than are authorized by their Act of Parliament; *App.* G.

See also HARRISON. O'BRIEN.

NORTH STAFFORDSHIRE RAILWAY AND CANAL:

Injury to trade of pottery districts from high rates charged by and want of competition with company; *Hollins* 11,274 *et seq.*

146½ miles of railway and 100 miles of canal open, and 40 miles of railway making; *Morris* 14,104–14,106. Railway consists of numerous short branches running into the main line, and from formation of country is most difficult to work; *ib.* 14,107, 14,108. Particulars given, showing that from necessarily short runs of trains and other causes the working expenses are very considerable; *ib.* 14,109–14,116. Denial that company's charges are excessive; they pay but 4 per cent. dividend; *ib.* 14,130–14,133. Parties, if dissatisfied, have (under company's Act) a power of appeal to Board of Trade, but have never exercised it; *ib.* 14,134–14,142. The bulk of company's traffic is outwards; *ib.* 14,191. A uniform mileage rate would be practically prohibitory of much of company's traffic; *ib.* 14,197–14,200. Company have no local coal trade for house purposes, houses being so near the collieries; *ib.* 14,288. Company carry little coal by canal, except to the salt works; *ib.* 14,290. Company paid but three times (not, as stated, nine times) original cost for purchase of Trent and Mersey Canal; *ib.* 14,292. Witness gives in schedule of Acts under which canal company raised their capital; *ib.* 14,293. Up to the last two years company earned over 5 per cent. on purchase money of canal, and would still do so, but that they have now to pay heavy obligations (which they never contemplated) for coal lying idle under tunnels, which they are neither allowed to work themselves or to sell to others; *ib.* 14,296–14,299. Canal accounts are kept distinct from railway accounts; *ib.* 14,300. Denial of statement that company endeavour to force traffic over canal rather than over railway; *ib.* 14,301–14,303. Canal having been bought before railway was opened, there has never been any competition between them. It is the interest of company to keep canal charges down; *ib.* 14,304–14,309. Tables of company's rates on pottery ware given in; *ib.* 14,310. Also an entire list of the original tolls, and the reductions which have since been made; *ib.* 14,320. Company have no through system anywhere; traffic is confined to North Staffordshire district; *ib.* 14,350.

Complaint against company by brewers of Burton-upon-Trent for granting favouring rates, for abuses in terminal charges, and for charging unequal rates; *Cosgrove* 15,674 *et seq.* [*For detail, see* COSGROVE. RATES AND CHARGES, &c., 2.]

Copy of contract for working the North Staffordshire Railway; *App.* CL.

See also IRON TRADE OF STAFFORDSHIRE. HOLLINS. MATHEWS MORRIS.

NOTTINGHAM:

Complaint from, of unequal rates on grain, the charges bearing no proportion to the distance travelled; this probably caused by railway company having an interest in certain docks; *Hutchinson* 9722–9740. Also that rates differ upon similar articles; one case among several cited is that of canary seed, which is carried for 13*s.* 4*d.* per ton from Hull, a distance of 120 miles, whilst from London, only 126 miles, it is charged 30*s.*; *ib.* 9741–9751. Also on flour, loaf sugar, &c.; *ib.* 9752–9756. Further complaint of want of proper accommodation for traffic, causing great delay and inconvenience; this is felt specially by parties having their own trucks, which are constantly detained, and no compensation is given; whilst, if company's trucks are delayed, demurrage is promptly charged; hard case in point quoted; *ib.* 9757–9787. Disproportion between rates for one and two tons; reasons. More equal treatment and greater convenience in some respects by canal than by railway, especially as regards the smaller dealers; *ib.* 9788–9806. Complaint that Midland Company now only allow nine parties to deliver coals in their yard, whilst, until six months ago they allowed 60; *ib.* 9772–9777; *Brentnall* 9824–9826; reasons; *ib.* 9826. 9833, 9834. 9849, 9850. Injury to those not selected; witness considers the company had no right to create such a monopoly; *ib.* 9827–9832. The smaller dealers have now to obtain their coals through the favoured nine, for which privilege they have to pay 3*d.* per ton, and this being the whole profit on one branch of the business, that is now entirely in the hands of the nine; *ib.* 9835, 9836. 9839, 9840. 9881–9889. Unfair treatment of witness by company; *ib.* 9837, 9838. The few who have wharfs suffer less inconvenience through using the canal; *ib.* 9841, 9842. The nine were not selected unfairly,—probably they were the largest dealers; *ib.* 9847, 9848. Prices may have risen slightly in consequence; *ib.* 9843. 9851, 9852. There is no competition by the canal, as it belongs to the Great Northern Company; *ib.* 9853, 9854. Strong feeling in the town on the subject; *ib.* 9855–9858. Arbitrary and unfair proceedings of company in respect to demurrage; *ib.* 9859–9861. Some coals sent for a person not among the nine were never delivered; *ib.* 9862. Explanation of what witness means by "company refusing to carry for the public;" merchants of Nottingham think of trying legality of company's proceedings; company are too powerful for any single individual to contend with; *ib.* 9863–9873. Colliery proprietors appeared to dislike arrangement at first, but seem now to fall in with it; some of them, witness believes, are connected with the railway, but not

NOTTINGHAM—*cont.*
with the firms that represent the mine; *ib.* 9875–9880. Remedy for present state of things, witness believes, would be a competing line; *ib.* 9890–9896.

In answer to above complaint as to Midland Company's management of coal traffic, witness states that as soon as company opened their wharf the large numbers coming to it led to so much confusion that business was almost stopped, and they were obliged to limit the number with whom they would deal, and divide the accommodation amongst them. This arrangement answers admirably, and the public generally, as well as the coal owners, are perfectly satisfied; it has also tended somewhat to reduce the rates; *Allport* 12,502, 12,503. 12,513. "There is not a particle of foundation" for the charges of favouritism; *ib.* 12,502. North-eastern Company, having found same difficulty as the Midland, have appointed a clerk of their own to sell the coal; *ib.* 12,504. Midland Company adopt the same plan at all large towns; *ib.* 12,509. Witness considers it the only plan that can be adopted with fairness to all; *ib.* 12,507. System does not prevent new dealers starting, as company would accommodate more if they considered their dealings likely to be extensive enough to warrant it; *ib.* 12,511, 12,512. 12,518, 12,519. Company receive no rent, but are paid by a terminal charge; *ib.* 12,516.

Communications from coal merchants at Nottingham, stating that company's arrangements there work very satisfactorily, and have not caused any advance in price; *Allport* 13,682, 13,683. Quantity has increased since alteration, and there has not been a single complaint from the public. In answer to Mr. Brentnall's complaint, witness states that that gentleman refused to comply with an agreement he had signed, but as soon as he did so the restriction was removed; *ib.* 13,684.

See also ALLPORT. COAL TRADE, ENGLAND. MIDLAND RAILWAY.

O.

O'BRIEN, CAPTAIN WILLIAM. (*Analysis of his Evidence.*)
Is general manager of North-eastern railway; 11,960. Has seen the evidence of Messrs. Atkinson and West, of Hull, in reference to management of North-eastern traffic; 11,961. As to complaints made, that great advantages are given to Hartlepool and other northern ports, as compared with port of Hull, witness states that company have subscribed 50,000*l.* to provide increased dock accommodation at Hull. Does not know total sum laid out, or amount railway contributed bore to whole sum expended. With respect to Mr. West's statement that timber trade of Hull has been driven away by exorbitant railway charges, witness mentions that Mr. Clark of Liverpool stated that rates from Hull were unfairly low; reason why this trade has not increased in proportion to trade of Hartlepool and Grimsby. Quotes from speeches made by chairman and a director of Hull Dock Company at last general meeting, pointing out the improved condition of Hull trade, particularly in articles of oranges, timber, and fish. In reference to complaint made by Mr. Atkinson of rates from certain places to Hull as compared with those to Hartlepool, and who suggested a uniform mileage rate, witness states that measure proposed is unpracticable, and would destroy traffic of the kingdom; a uniform mileage clause has been rejected several times by House of Commons. Reasons why principle objectionable; mentions requests made by a deputation from Hull upon this subject; 11,962–11,970. Rates determined upon commercial principles; cost of railway does not enter much into calculation; 11,971–11,974. Timber rates from Newcastle to Hull do not much more than pay working expenses; if rates were higher, traffic would go by sea; meaning of the word "remunerative." Principle upon which the high rates are adjusted; 11,975–11,980. Same gross rates between Hartlepool and Liverpool as between Hull or Newcastle and Liverpool; 11,981–11,983. 12,000. Docks at Hartlepool belong to North-eastern Company, who receive the dues, as well as those of their dock in the Tyne; have no interest in dock at Hull; same rates would be charged if company had no interest in any dock or port. No other company has any interest at Hartlepool; 11,984–11,986. 11,989–11,991. 11,994. Rates from Hartlepool same as those at Grimsby, Hull, and Newcastle; no facilities given to that port over others; 11,987, 11,988. As to complaint of Mr. Wright, that rates from Birmingham to Hartlepool were lower than those between Birmingham and any other part of country, witness states that North-eastern Company only give a rate over portion of route; thinks it

O'BRIEN, CAPTAIN WILLIAM—*cont.*
could not be lower than to Hull; 11,992, 11,993. 11,999. 12,001. Under what circumstances special rates are charged to individuals; 11,995, 11,996. Arrangements have been made with other companies for equal rates as respects Hartlepool and Hull, and all the principal towns in Yorkshire and Lancashire; extends to towns in midland counties, such as Birmingham. Could not carry coals from Durham coal pit to Hull at same gross rate as to Hartlepool, mileage rate would be much lower. Under what circumstances ½*d.* a ton per mile would yield a profit, and in other cases not pay working expenses; 11,997, 11,998. 12,002–12,007. Number of waggons that North-eastern Company could run on a level line, and on one where there are gradients. Cost of working traffic depends materially upon the gradients, and length of the line. Cannot make any comparison as to what would be a paying load, with 60 miles of work done by engine, and 160. Very difficult to say whether the rate charged pays; 12,008–12,014. Does not carry traffic 30 miles for ½*d.* per ton. Considers that an engine could make 30 miles of paying mileage in a day; 12,015–12,017. Cost of engines 4 or 5 guineas a day, or about 1,200*l.* per annum, including repairs, but exclusive of interest on cost of engine, or money expended in repairing shops. New engines and cost of repairing are paid for out of revenue. An ordinary engine and tender costs from 2,500*l.* to 3,000*l.* Reason why witness cannot say whether there is any difference between cost of maintaining and working a passenger engine and a goods engine, or whether there is more wear and tear with a passenger engine running at high speed with express trains. Engines running over a very heavy road consume much more fuel than a passenger engine; 12,018–12,027. 12,056–12,060. If there were a uniform mileage rate from different parts, traffic would not necessarily be sent by the shortest route, as distance is not of so much consequence as question of dock dues, facilities at the ports, and frequency of communication; reason why it would be objectionable. Dues at Hartlepool lower than at Hull, but higher than at Grimsby; are about the same at Newcastle. Dock dues high at Hull. Dues of North-eastern Company's dock on Tyne are as high as at Newcastle dock; 12,028–12,037. Cannot say whether an engine which travels 31 miles a day over bad gradients is worn out sooner than one which travels 80 miles a day over good; 12,038. Cannot give cost of waggons; 12,039. Experience teaches when rates will pay, or the reverse. Believes that short distance traffic trade does not pay; is done for those doing a large remunerative trade with railway, otherwise it might appear ungracious; alludes particularly to carrying up to collieries certain goods, such as grain for horses, grease and rope for the engines, &c. Would be an outcry if rates were raised. Different rates are given to different colliery owners; each one makes his own bargain; rates are not published; could not be fixed, as circumstances vary. Tramways belong to owners or proprietors of collieries; company not obliged to carry traffic over them; 12,040–12,055. Denies Mr. Oxlade's statement that company agreed to carry his coal for 2*s.* 7*d.* per ton, and afterwards charged 5*s.* 2*d.*, and kept back the account for three months in order to keep him in ignorance of the charge. Mr. Oxlade's account of interview with Mr. Sherriff untrue. Reads a letter from Mr. Tennant denying Mr. Oxlade's statement that he greatly favoured Mr. Sparks to prejudice of himself; also his statements that there is illegality in companies charges, regulations, and practice; that the price of coal to the public is higher than it would be under a different system, and that such arrangements preclude competition and create a monopoly, are all of them untrue. Explains most fully the course adopted by North-eastern Company in their arrangements for traffic, warehousing, and sale of coal, and hands in a table showing effect of system in providing against monopoly, and fluctuations in the price of coals in 1853 and 1854. Gives the career of Mr. Oxlade, and mentions that he has brought six actions against the company, and only partially succeeded in one. Railway dues vary between every colliery and every station. Colliery owners or proprietors cannot send coals on to line until there is a depôt vacant. Course adopted by company in the appropriation of these depôts. If a person required a particular kind of coal, railway would send for it, and charge 1*s.* a waggon extra; if a considerable quantity required, dealer would have a depôt; 12,061–12,081. At most of the stations the depôts are fully occupied; at some stations there are only two colliery proprietors. At all important stations there are many applications for these depôts. Colliery owners and large consumers are satisfied with arrangement,

O'Brien, Captain William—*cont.*
but agents and middlemen are not. Coal merchants still exist, and sell coals at a price which yields them a large profit; how their coals are obtained; 12,082–12,094. Constantly had charges of favouritism brought against agents at the station; charges investigated, and if found true, party dismissed. System less open to charges of favouritism than any other. Could not arrange traffic if matters were left entirely in the hands of local agents to order from colliery proprietors what coal they required; 12,095–12,104. In what way system differs from that pursued at Nottingham. Has been partially adopted by other companies; 12,105–12,109. Reason why coal depôts have been introduced at every station; 12,110–12,116. Does not carry from all collieries at equal rates, whatever their distance from the station, but adjusts rates so as to bring coal from different collieries into competition. Company carries coal 100 miles at same rate at which they carry it 60 miles. Would charge pretty nearly same rate for coal coming from Durham as from Yorkshire; margin of profit to coal owners so large it is not necessary to go to exactly same rate as for merchandise; coal trade very flourishing; 12,117–12,122. Mr. Wooler's evidence affects the Stockton and Darlington section of North-eastern railway, and will be replied to by secretary of that section; now amalgamated with witness's line. Mr. Wooler was not authorized to represent Darlington Chamber of Commerce; 12,123–12,126. 12,152. Reason why company are not bound to take the coal of any particular owner; same views admitted by the courts of law; 12,127–12,135. Does not think there are many coal owners who are unable to get the coals on to railway; 12,136, 12,137. Colliery proprietors complain of undue preference; would like somebody else turned out, and themselves put in. Depôt system has existed ever since formation of line; originally established on Stockton and Darlington railway. Some of North-eastern directors are coal proprietors and have depôts; if they failed in delivering the quantity they would be turned out same as others. Sends large quantities of coal and coke out of the district. Any coal owner that applies would be allowed to send coal in that way. Are two classes of coal owners, those that have a local land sale trade in coals, and those that have a great shipping trade which is conducted by railway; 12,138–12,151. Mr. Wooler's allegation that passenger fares in Newcastle district are high, witness thinks is refuted by table submitted to Commission by Darlington Chamber of Commerce. Strongly opposed to a uniform mileage irrespective of distance, as desired by Mr. Wooler; as to his complaint of the fares at Pelaw; where low fares introduced, the population is large. Advantage to company where there are low fares. Are considerably reducing fares on line. Reduction always followed by a loss; does not know whether company do not gain ultimately; 12,152–12,157. 12,174–12,180. 12,182–12,184. Gives 3rd-class accommodation. Parliamentary trains now run from Penrith to Darlington; ground upon which they formerly refused to run the train. Stockton and Darlington section manage their own line and fix rates as if they were a separate board; receipts go into a common fund; stocks not amalgamated; not a guaranteed dividend; have their own working power; boards agree, and arrangement works well; 12,158–12,173. 12,181. Believes that a reduction of 3rd-class fares would be attended with loss to company, as increase of traffic would be at expense of 1st and 2nd class; believes that there would be no increase of receipts. Does not know that when passenger receipts become less than one-third of goods receipts it ceases to be a passenger railway within meaning of Act 7 & 8 Vict. States that Mr. Wooler's allegation that at Christmas 1860 a director of Stockton and Darlington railway got a promise that North-eastern would allow him the use of the Stockton and Darlington chaldron waggons for coal trade in Yorkshire, and the evils that resulted therefrom, is a mere fabrication; witness states what really occurred; 12,185–12,188. Gives a full explanation of complaint of Mr. Wooler, that company would not give him a depôt at Croft, that they made an improper extra charge, and that they stopped the practice of the waggons being emptied by means of baskets into carts, and further that he could have sold coals 3*s.* per ton cheaper than the price at which other coals were sold there; 12,189–12,191. Answers a complaint of same gentleman, that company will not give the same facilities with respect to coke as to limestone; 12,192. 12,194. Has very little local railway competition; all carry at much the same rate; 12,195, 12,196. Has canal competition on southern part of Yorkshire end of line, which influences the rates. Have had an understanding with Aire and Calder Canal; do not reduce rates one against the other; 12,197–12,204. Company have

O'Brien, Captain William—*cont.*
some bills before Parliament this year. A railway projected from Skipton to Wharfdale by Leyburn and Yarm to Middlesbro' in opposition to North-eastern Company; portion from Middlesbro' to Settle was got last session; 12,205–12,209. North-eastern rate includes terminal charges; are in some cases in excess of Parliamentary limits to an extent which would cover the terminal charges. Sees no objection to a fair maximum being fixed by Act of Parliament; difficulty is that maximum that would be fair on an average, would be unfair under particular circumstances. Clearing house no power to settle rates and terminals; companies agree to a particular terminal, and it is charged through agency of clearing house; does not follow that it is the charge actually paid on any particular class of traffic. Terminals vary; thinks 2*s.* 6*d.* is probably the highest charge. Would not be so high for coals; timber is a loss for a short distance. Reason why silk requires a high terminal; 12,210–12,225. 12,230. Gives clearing house terminal charge per ton for London and the country, when carted and otherwise; 12,226–12,229. Terminal nothing to do with mileage rate, but is to cover certain expenses beyond the toll for use of road plus cost of engines and waggons; discussion thereupon; 12,226–12,236. Defines carriers' duty independent of carrying goods on railway; empowered by Act to charge a reasonable sum for the service. No terminal charged for passengers; what expenses included in making up terminal rates; 12,237–12,243. Has never had any difficulty in making arrangements with other companies or getting traffic conveyed to any other place; a great deal of interchange arises from agreements between companies; thinks agreements should be for short periods rather than settled by Act of Parliament. Works under several agreements satisfactorily. Has experienced a difficulty in making through rates with companies in Scotland, but they have ultimately yielded. Chief difficulty is desire of company to adhere to local rates. When through rate made, practice for each company only to take its mileage share; sometimes allows a larger share; 12,244–12,251. 12,280–12,287. Finds no difficulty in arranging for conveyance of goods or passengers. Mr. Cardwell's Act has never been brought into operation. Thinks it would be monstrous for a company to insist upon another company running branch trains unnecessarily merely to fall in with the great lines; 12,252–12,256. Can book through from Newcastle to Liverpool by nine routes; the two mostly used are by Normanton and Leeds. Is not sure whether through rates are granted by all the nine. Routes by which you can book through to Liverpool. No amendment of Mr. Cardwell's Act or any additional enactment bearing upon interchange of traffic is required; 12,257–12,264. With reference to complaints that trains on branch lines do not meet other trains at their junctions, witness believes that this evil would be remedied if companies were in a more prosperous state. Mentions what has been done on North-eastern railway within last 11 years; 12,265, 12,266. Runs a certain number of trains per day without reference to number of passengers; more carriages are put on than are likely to be filled; 12,267–12,269. If rates were reduced traffic would increase. Has been an extraordinary development of trade, especially in goods and minerals in North-eastern district since 1850. A large portion of district agricultural; passenger traffic is not increasing in this district; increase has been in manures and other articles used by farmers. Thinks 1st-class passenger traffic, generally, is not increasing over railway. Is a large transfer always going on from 2nd to 3rd class. Better to carry a passenger one journey for 2*d.* than two for 1*d.* each; 12,270–12,279. Believes cost of conveyance will increase; reasons. Strongest interest of directors to economise; 12,288–12,292. Application for reduction comes sometimes from parties who are getting up limited companies and guaranteeing 10 per cent. dividend for five years; railway is only paying five per cent. Considers parliamentary classification of goods very defective; is adhered to closely; is that of the clearing house, with a variety of local classifications; would be desirable to revise it. No person, by looking at any classification, can tell what he has to pay; could tell the maximum. Believes parliamentary classification is the same in all Acts; 12,293–12,299. Would be impossible for North-eastern Company to publish rates; as to advisability of publishing separate terminal and mileage rates; 12,300–12,305. Would be unfair if directors favoured individuals, and an injury to the shareholders; 12,306, 12,307. With respect to companies' liability for goods damaged, witness thinks protection given to carriers might be revised. How companies now protect themselves; 12,308–12,310. Liability of companies for injury

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to passengers is defective, but cannot suggest any improvement; a jury an unfavourable tribunal towards a wealthy company; 12,311–12,315. As a shareholder, would be pleased if Government took the railways, but is against their managing them themselves, or leasing them out to others; 12,316–12,319. Has a few private waggons on North-eastern line; prefers to have their own; private waggons are worked and sent back same way as those of company; would not allow demurrage if they were detained. The waggons are sometimes detained at private sidings; cannot charge demurrage. Companies do not bind themselves to deliver within a specified time. Disadvantages that would arise if punctuality of trains were enforced by legislature. Does not wish to be exempted from Parliamentary control, but more Government let companies alone the better. Complains that Post Office have deprived companies of much of their parcels traffic. Companies cannot compete with Post Office. There is a properly organized railway parcels traffic. Railway can deliver parcels as soon as Post Office. Would not get any more from Post Office if taking these parcels involved carrying a large extra weight. Post Office pay a certain sum per mile; quantity limited; 12,320–12,344.

Oldham, Mr. Henry:
Letter from, in respect to the through charges for passengers between England and Ireland; *App.* BD.

"Omnibus" Bills. *See* Legislation.

Oxlade, Mr. William. (*Analysis of his Evidence.*)
Complains that the North-eastern Railway Company select their customers, and that the Court of Queen's Bench and Court of Exchequer decide differently from the Court of Common Pleas; 1876. The words "undue and unreasonable" and "may" should be struck out of the Railway Act. States how the application of these words affect witness, and describes the treatment he has been subjected to by the railway company; 1877–1893. 1901. Facilities given to coal owners; 1894–1900. States the only way in which he sees it is the interest of the railway to interfere with his trade; 1902. They exclude some of the colliery owners as well as the dealers; 1903. It is not true if the company say that there is not sufficient accommodation at their stations to allow anyone to come in who chooses; 1904. Coals would be sold for less to a Mr. Sparkes (who represents himself as the owner of the West Belmont colliery) than to witness. Assigns as a reason for the preference, the gentleman being a friend of the present accountant. When witness first began trade, this gentleman had a private agreement with the company that if he sent 10,000 tons they were to be carried at ½*d.*, but until witness's trade was stopped, he never did send the stipulated quantity; from that time he got a large drawback. Mentions the treatment he received from the Great Northern Company; 1905–1915. Complains that in certain instances the North-eastern Company charge much higher than their authorized toll; for instance, they charge for agricultural produce 10*d.*, and for furniture 1*s.* 2*d.* per mile. The highest toll under their Act is 3*d.* There should be no further charge, except a reasonable one for loading and unloading; 1916–1922. If people complain of the high charges, the railway people threaten that they will serve them "as they served Oxlade"; 1923, 1924.
Letters from witness to the Commissioners, stating that North-eastern Railway charge much higher than they are authorized by their Act; *App.* G.
[*For answer to above statements, and full description of North-eastern Company's coal trade system, see* O'Brien. Sherriff.]

P.

Paddington:
Diagrams showing the number of passengers booked out of Paddington station each day during 1865, and weight of excess luggage at Paddington station each day during 1865; *Apps.* CF. and CG.

Page, Mr. Edward. (*Analysis of his Evidence.*)
Is inspector-general of mails; 14,911. Prepared the returns for England and Wales sent by Post Office to this Commission; did not prepare the Irish one, but believes speed there given includes stops; 14,912–14,914. Total cost of mail service; 14,915. London to Dover by South-eastern line is the fastest mail train; nearly

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46 miles an hour; 14,916. Has only one exclusive mail, and one mail train restricted. Object of Post Office in having these limitations; has been attained to a very great extent; 14,917–14,920. Gives number of miles traversed by mails by ordinary trains with number traversed by mail trains under notice. Daily mileage of trains carrying mails for United Kingdom about 60,000 miles. Explains meaning of trains under notice; 14,921–14,924. General principle as to payment on which contracts have been made. Rates of payment vary; gives some instances; 14,925–14,932. Does not know the cost of running an engine and a single carriage per mile; gives Mr. R. Stephenson's estimate, and reads a list from second report of the Postmaster-General (Duke of Argyll) of payments awarded, which range between 2*s.* and 4*s.* 6*d.* for conveyance of mails by trains which also carried a considerable amount of passenger and parcel traffic; in only one case was there more than a whole carriage required, and in many cases less. Pays more than 4*s.* 6*d.* for services in Chester to Holyhead; high rates given to company as a sort of subsidy for making very expensive road to Ireland; 14,933–14,943. 15,024–15,028. Gives two illustrations of wide difference of opinion between Post Office and arbitrators as to payment for conveyance of mails; any attempt to define and regulate arbitration would lead to somewhat cheaper payment for mail services placed under legal notice. Is scarcely a railway company in the kingdom that would say they were sufficiently paid, but new companies are always anxious to secure conveyance of mails. Line of argument taken by companies before arbitrators, and Post Office view of the question; 14,944–14,947. 15,015–15,017, Post Office considers it necessary in consequence of want of uniformity in decisions of umpires that some specification should be introduced into an Act of Parliament in order to define what is a reasonable remuneration; gives an illustration of want of uniformity in umpires' decisions; to what cause attributable; 14,948–14,950. 14,973. 15,011–15,014. In majority of cases Post Office worse off with regard to sending mail bags by ordinary trains than public at large with parcels, as they are charged a higher rate, although they relieve the companies of collection and delivery; must either put train under notice or send a guard with bag and pay his fare; latter course would be inoperative in consequence of company denying right of Post Office to exchange bags at intermediate stations; great disputes have arisen and question twice tried. Post Office could exercise power by sending porters to every station at which bags were to be delivered up; would have to send as many porters as series of bags. Post Office has asked companies to grant a yearly ticket for guard, but right has been disputed; one company has granted a season ticket. Effect of the defect of legislation has been a high rate of charges for ordinary train services upon agreement with companies, and consequently very great delay in establishing mail service; mentions a case which occurred some years ago with regard to services of this description; 14,951–14,956. 14,960–14,962. Have very seldom obtained reasonable terms for ordinary train service; the lowest charge now made is full parcel rate, or twice what it ought to be; mentions rates charged by companies; in one case 7*d.* per mile was awarded for a bag unaccompanied by a guard, the weight of which was less than allowed to passengers for luggage; by same train passengers were only charged a trifle more than 1*d.* per mile; 14,957–14,959. Considers it would be very important in order to secure more punctuality, that Post Office should have right of requiring, if it was prepared to pay for it, an exclusive train carrying mails and officers of Post Office only, and also, if it desire it, a train, the traffic of which should be limited either as to number of carriages or description of traffic; 14,963, 14,964. All cases of irregularities are reported; explanation generally given by companies; mentions great irregularity that took place in the train from Edinburgh and Glasgow to London, and delay in the delivery of London letters in consequence; 14,965–14,967. Difficulties Post Office encounter in reference to speed of trains in consequence of right being so vaguely defined; 14,968. Post Office has endeavoured to deal with all the difficulties that have arisen from time to time by the introduction of bills in 1853 and 1857. Reads remarks made by the Duke of Argyll in his fourth report on the object of the latter Bill; Bill was introduced into House of Commons, but did not pass the second reading; was a sort of combination among the railway companies to defeat it. Reads also a memorandum which was prepared to explain various provisions of the Bill; 14,969–14,972. 15,123–15,125. Explains why the passing of the Act which abolished the com-

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pulsory newspaper stamp was accompanied by a lowering of the rates charged on book packets; 14,974, 14,975. Why witness thinks that Captain O'Brien could not imagine that Post Office were sending their parcels for nothing; is a sweeping accusation unsupported by any proof; 14,976–14,978. Railways have afforded very great advantages to Post Office for development of correspondence; benefits that have followed their introduction. Cost to Post Office of performing postal service has materially increased as compared with coach conveyance; increase has not been proportionate to number of letters carried; 14,979–14,984. Question of parcel post very carefully considered 10 years ago, and has been repeatedly ventilated by public press, and also by Society of Arts, who, in 1859, made a report recommending its establishment; their reason for recommending it. Anything that does not come under description of a book packet is charged same as for a letter; intended that parcels should be charged at a lower rate than for letters, but should be subject as book packets to possible delays in despatch and delivery; believes such a system would be profitable to companies and Post Office; would expect to have an enormous number of parcels sent. Peculiar facilities possessed by Post Office for a parcel post; 14,985–14,994. 15,002–15,004. 15,010. Post Office scheme and Society of Arts' recommendation was a parcel post at uniform charge according to weight, irrespective of distance. Public would have known exact cost of sending a parcel; does not now in all cases; would be impossible to ascertain total charge for a parcel sent from a town upon a railway addressed to a village remote from a railway; that portion of cost would in many cases be an arbitrary one; 14,995–15,001. Would not be difficult to devise means by which whole charge levied and collected by Post Office for parcels should be equitably divided between Post Office and railways, according to services performed by each. Gives the daily mileage of mails by railway, and by coaches, omnibuses, and mail carts; has no record of daily mileage of rural messengers; 15,005–15,009. Reason which has led different umpires to award different sums. Post Office only wish to be treated same as any large trader. Duke of Argyll's view was that actual cost of carrying mails should be ascertained, and 100 per cent. added for profit; 15,018–15,023. 15,036. Sum awarded under arbitration for mail from London to Bristol is 3*s.* 9*d.* per mile; thinks any individual could obtain a train at same rate; according to Mr. Stephenson's estimate of cost of running a train, this sum would yield a profit of 200 per cent. Believes 2*s.* 6*d.* represents average cost of running a train; would far exceed cost of running an engine and a single carriage for the Post Office. Post Office would not pay any proportion of ordinary expenses; 15,024–15,035. Board of Trade stated that additional cost of running a train and a carriage would be represented by a rate varying from 1*s.* to 1*s.* 2*d.*; 15,037. Nearly all recent contracts give the Postmaster-General a right to require any additional train that may be required; rates of payment under these contracts vary considerably. London and South-western offered to run an additional mail train for 3*s.* per mile; when manager cannot utilize a return engine it is only equal to 1*s.* 6*d.* per mile; names companies who, under contracts, run trains for less than 1*s.* 6*d.* per mile; 15,038–15,042. Companies charge other parties from 3*s.* to 8*s.* per mile for special trains; are purposely fixed at a prohibitory amount; 15,043. Have only called upon two companies to run additional trains; for what service required; are occasional trains and in one direction only; 15,044–15,046. Would make a great difference as to payment whether trains were occasional or daily, or in one direction or two; is very seldom that a mail train is not required to run in both directions; 15,047, 15,048. Provision made in contracts as to fines for services not performed within specified fixed limits. Companies have obtained a large subsidy in consideration of fines, but owing to peculiar circumstances have never paid any; 15,049–15,051. 15,058–15,062. Post Office have no power to make stipulations as to companies taking in passengers at stations; 15,052. Companies can enforce penalty of bond when train unpunctual, but practically they never do so; 15,053–15,057. Thinks there would be greater punctuality if companies obtained a premium when time was not exceeded, and pay a penalty to Post Office when exceeded; similar arrangement offered to companies some years ago, and refused by all except one, who obtained a considerable amount from premiums; 15,063–15,067. Duke of Argyll's bill would have afforded a material improvement, but would not have remedied all the evils; 15,068. Would not be fair to Post Office or railway companies to provide for

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payment of every description of service by a tariff. As regards ordinary train service, no reason why a tariff of charge should not be fixed according to weight of mail. Post Office would be very glad to pay even at the highest rate required for goods; 15,069–15,071. Companies, in laying case before umpires, base their claims as to rate of payment on fact of Post Office carrying book post; considers this a most unjustifiable argument; companies have no more exclusive monopoly in the conveyance of parcels than in conveyance of passengers and goods; 15,072–15,079. Post Office pays a sum for carrying parcels very much in excess of maximum charge allowed by Act for packed parcels. Many companies refuse to carry packed parcels; decision has been against them. Weight of mail forms an element in fixing charge; space allowed is very seldom filled. Post Office practically pay for a much larger space than they use; 15,080–15,085. 15,107. Would save many thousands a year if Post Office made arrangements for conveyance of letters only, and then paid for the packages and books same as other individuals; has never made such a proposal to companies; 15,086–15,088. How companies are able to exact more from Post Office than private traders; thinks in most cases umpires take a mistaken view; they generally lean towards railways; their expectations are not merely for a liberal but an extravagant payment; 15,089. 15,091–15,096. Why, in cases where there are two routes to same point, Post Office cannot make special agreements with one company as against another; 15,090. Why system of arbitration disliked by companies; are sometimes kept out of their money for many years; delay as much their fault as fault of Post Office; wherever a fair representation made Post Office has paid a sum of money on account. Reason Great Western Company were kept out of 150,000*l.* for some years. Only where the service changes that a fresh arbitration can be claimed by either party; railway company can, at expiration of three years, claim a fresh arbitration, although service unchanged; why the power given; 15,097–15,106. Does not know whether book packets are carried to a great extent upon railways. If parcel post established satisfactory arrangement could be made as to proportion of income that should be paid to railway; knows object of clearing house arrangement; thinks facilities could be materially advanced by similar arrangements; 15,108–15,111. 15,117–15,119. Post Office has a monopoly by law of conveyance of letters, but not for parcels. Newspaper and book-post service performed at a loss; mainly owing to high railway charges; 15,112–15,116. With one company, who carries the bags at parcels rates, a composition arrangement has been entered into by which average weight of bag is ascertained at a certain period, and a sum paid on assumption that weight will always be about the same. Has heard that arrangements have been made with foreign countries whereby necessity of weighing each specific letter has been got rid of, and an equitable basis formed for division of postage; believes arrangement has worked well. Wishes it to be distinctly understood that in all witness has stated he has only given his own opinion; 15,120–15,122.

Remarks by, on certain portions of Mr. Allport's evidence affecting the postal service; *App.* CW.

PARCELS:

Great facilities for, on Belgian railways; *Fassiaux* 3148–3152. Unequal rates upon, in certain parts of Ireland; *Cooper* 3747. Increase of rates for, on Irish Northern Counties line; *Macauley* 7304.

Complaint that, under the guise of carrying letters quickly and cheaply, Post Office deprive railways of their parcels traffic; *O'Brien* 12,328–12,343. Denial of this statement; *Gregory* 17,702 *et seq.*

Railway companies have reason to complain that Post Office is gradually trying to absorb the parcels traffic; *Allport* 16,951.

Cannot prevent packed parcels being carried upon the line; companies claim right to charge a certain rate per ton; present rates are a great hardship to companies; the carriers make an immense profit. The companies are spared the expense of delivering these parcels. Thinks that 4*d.* is about the charge for collection and delivery of each parcel; company would deliver a parcel at a distance of 1½ miles for 2*d.* or 3*d.* in a town; is not charged separately. Companies carry the largest number. Mentions that an experiment was made at Bristol with one of these parties who packed in this way, and it was found that public paid more than they would have done to railway; accounts for the system being encouraged. Railway charges less in the gross than the packed parcels people; if public knew that they would bring all the parcels to

PARCELS—*cont.*
the railway; *Grierson* 13,411–13,423. Could not compete with Post Office for conveyance of parcels, as it would injure the present parcels traffic. Post Office get them conveyed without extra charge; is not complaining of the remuneration paid by Post Office, but only of their undertaking certain services which they did not originally perform, which has deprived companies of a great deal of traffic; description of parcels carried; discussion upon this question and upon right of Post Office to send parcels by railway; *ib.* 13,424–13,449. 13,453–13,455. Company have no system by which parcels could be conveyed at an even rate from one part of the kingdom to another. Railway companies employ Post Office to convey book packages even to large towns which are in immediate connexion with railways; *ib.* 13,450–13,452. Charges Post Office very much more per ton per mile than the publishers, but Post Office have a special service running each way once a day devoted to them alone, and also use of all regular trains; would be happy to give any private individuals same number of trains at same speed for the same payment. Does not know who objected to carrying passengers by Post Office trains; *ib.* 13,456–13,462.

System of Midland Railway as to small parcels; *Allport* 12,399–12,404. 13,858–13,875. Company have a special rate for packed parcels; *ib.* 13,860. Higher rates charged if parcels go by passenger trains; *ib.* 13,871. Experiment made by witness some years ago of reducing parcels rates to a uniform scale, irrespective of distance, after two years' trial was given up; *ib.* 13,877. Conveyance of, and charges for, on Lancashire and Yorkshire Railway; *Smithells* 13,096–13,114.

There is practically a maximum charge for parcels, though none has been fixed by the legislature. Parcel traffic is interfered with by packed parcels companies and by Post Office. Circumstances, such as water competition, &c., might justify a less charge for 200 miles than under other circumstances for 120. Witness does not think that parcels are overcharged. A uniform mileage rate would put an end to competition with steamboats, &c., and all but shipping interests would suffer; *Sherriff* 16,270–16,275.

North-eastern Company have carried parcels at letter rates ever since introduction of penny post; *Gregory* 16,735.

Great mischief to trade and to the arts occasioned by want of facilities for the conveyance of parcels; *Chadwick* 17,179. Present state of railway communication greatly hinders the retail distribution of the country. Switzerland quoted to show how retail trade may be stimulated by cheap parcels post in connexion with cheap telegraphy; *ib.* 17,243. 17,253. Discussion of comparative advantages of English and Swiss and other continental systems of conducting telegraph business as bearing upon a parcels post; *ib.* 17,254–17,257. Transmission of agricultural produce by a branch of parcels post; *ib.* 17,258. Further illustrations of injury to retail trade in England, as compared with the continent, from high charge for parcels; *ib.* 17,259. Excessive cost of retail distribution of goods shown by comparison with Switzerland, &c.; *ib. Addendum, page* 852.

Particulars as to, on Irish railways; *App.* AW.

See also POST OFFICE.

PARCELS POST:

Proposal of a plan for carrying parcels throughout the kingdom at a low uniform rate irrespective of distance, 3lbs. for 4*d.*, &c.; *Galt* 7391–7396.

Similar suggestion to the above, detailing advantages which would accrue, both to railway companies and the public. Hitherto companies have always opposed the project; *Page* 14,985–15,006. Statistics quoted to give an idea of present mileage of Post Office coaches, carts, messengers, &c. as compared with mileage by railway, with reference to payment to be made to Post Office and railways respectively if above scheme adopted; *ib.* 15,007–15,010.

See also POST OFFICE.

PARKER, MR. ALEXANDER. (*Analysis of his Evidence.*)

Is a merchant in Dublin; 6864. Railways of Ireland are in a very unsatisfactory position as regards the shareholders; have been for the most part very unprofitable speculations; directors unable to venture upon any experiment, such as a bold reduction of the fares and charges; might be attempted by Government without much peril to the Exchequer. This would induce great masses of the people to travel, especially the labouring classes. All Irish railways give too little encouragement to third-class passengers. Return tickets are granted to first and second class but denied to third-class passengers. How Lord Dunsandle, when chairman of Midland railway, by putting on fourth-class waggons induced harvest men to make use of railway, and although population much thinned by emigration, receipts from this source have increased. Facilities presented by extremely low fares induced people to emigrate. A trifling reduction would not be of much use, but a large and telling reduction would bring out such numbers as travellers that in two years there would be no diminution in the revenue. Does not lay much stress upon a large reduction in price charged for merchandise, as he does not think that it would largely increase traffic. Would join in pleading for Government interference in order materially to reduce present passenger fares, and considerably reduce charges for merchandise; would be extremely popular and a political, social, and great commercial advantage. Is of opinion that it would be a benefit to the country if Government would buy up railways. Directors would make reductions if prepared to run a risk for 12 months. Suggests that Government might guarantee railway companies against any loss below that which they may at present be incurring; 6865–6872. 6878. Is certain that if fares were lower persons who now carry on their business by correspondence would do so personally; 6873, 6874. At meetings of Irish railway companies very little union amongst shareholders, and very little cordiality between them and the directors; are generally an occasion for clamour for reduction of freight or passenger fares, but suggestion generally comes with a local bearing; 6875–6877. Present through-rate system operates to disadvantage of local merchant. States that goods can be sent cheaper from Liverpool to Cork, or from Liverpool to Limerick or Athlone, or to any of the inland towns more than 100 miles distant, than from Dublin. Difference paid to London by a Belfast and a Dublin merchant. Discussion thereupon. Generally speaking, English railway companies and Irish steamboat and railway companies are parties to through rates; 6878–6889. 6894–6899. Reduced rate would materially affect consumption of coal. Turf never very cheap and always an uncertain fuel. A dearth of good turf is nearly as bad as a dearth of potatoes. Railways carry coal at a very reasonable rate as compared with other merchandise, but high as compared with England. Was not aware that London and North-western carried coal for ½*d.* per ton per mile; 6890–6893. The Commission will be furnished with statements of some of principal rates charged; 6900.

PARLIAMENT:

Letter from the Board of Trade as to the power of Parliament to revise railway rates and tolls; *App.* BM.

PASSENGER DUTY:

Five per cent. on English railways; none on Irish; *Forbes* 1674–1676; *Hemans* 3881.

Passenger duty for six months of 1865 on six companies having termini in London amounted to upwards of 225,000*l.*; *Teulon* 16,490.

See also TAXATION.

PASSENGER TRAFFIC:

Increase in, is far exceeded by increase in mineral and goods traffic; *Allport* 13,794–13,797.

Returns by the several railway companies in Ireland, showing the traffic in passengers and goods during the year 1863; *App.* AA. Statistics deduced from preceding return, and comparative summary; *ib.* Abstracts from the half-yearly reports of the Midland Great Western Railway of Ireland from July 1851 to June 1864, both inclusive; showing amount realized from passenger traffic; in each half year distinguishing each class; also returns of passenger traffic and revenue in each year; *App.* AG. Statement of passenger traffic on Great Southern and Western Railway of Ireland from 1846 to 1864; *App.* AH. Diagram showing the number of passengers booked out of Paddington station each day during 1865; *App.* CF. Regulations for the transport of passengers and goods on the French railways; *App.* CH. Comparison of number of passengers carried by English and continental railways; *App.* CN. Conditions and fares for the transport of passengers on the State railways of Belgium; *App.* CT.

PASSENGER TRAINS:

Witness believes that in the course of three or four years some of the leading lines will be so choked up with traffic that it will be necessary to construct additional lines for passenger trains only; *Hawkshaw* 14,651.

Statement of passenger trains on certain English railways; *App.* EE.

PASSENGERS' LUGGAGE:

The quantity of passengers' luggage is frequently a great cause of delay; *Cawkwell* 11,725; *Clarke* 12,786

Suggestion that passengers having luggage should be at the station 10 minutes before starting, and that numbered receipts be given for luggage; *Low* 13,947–13,949.

Charges for passengers' luggage very rigidly exacted on the continent, and on English lines in connexion with them; *Clarke* 12,873, 12,874. Great Northern Railway Company are very liberal in this matter; *ib.* 12,844–12,847. 12,871, 12,872. Passengers have to pay for their luggage on French railways; *Stewart* 14,665.

Diagram showing the weight of excess luggage at Paddington station each day during 1865; *App.* CG. Comparison of the rates charged by English and continental railways for passengers' luggage, &c.; *App.* CN.

See also FOREIGN AND COLONIAL RAILWAYS.

PATTERSON, MR. JOHN. (*Analysis of his Evidence.*)

Is a merchant in Liverpool, largely engaged in foreign trade, especially in corn, and a member of the Chamber of Commerce; 212–214. The charges on several of the railways running out of Liverpool are, in some instances, 50 per cent. more than are charged on the same lines in other parts of the country; 215–218. The corn trade has prepared a tariff which they think would be equitable to the public and remunerative to the company; 219–221. The corn trade of Liverpool is unduly weighted by the railway charges; gives instances; 224–227. Derby, Sheffield, Gloucester, Todmorden, &c., suffer severely from being unable to buy their corn at Liverpool, through the excessive cost of conveyance; 228–231. Liverpool merchants have frequently to warehouse their goods at great cost, for want of cheap communication; 232. In consequence of the heavy rates, the annual cost of breadstuff, cotton, and cotton goods is greatly increased; 233–237. Preferential agreements are made between railway companies and individuals to the prejudice of others. At Manchester, a higher rate is charged to the grocers than to the sugar refiners; 240–246. Is unaware whether different rates are charged for precisely the same service, but discounts are allowed very capriciously; 247–254. At Hartlepool, docks and warehouses have been built by railway companies, who then favour their own ports by carrying at low rates, thus directing the traffic from its natural channel. Their constructing docks would not concern the mercantile community if they carried at equal rates; gives illustrations showing the contrary; 253–300. Excessive charges increase the cost to the consumers, entail loss upon the importers, raise up rival ports, admit preferential privileges, and impose a tax of 50 per cent. on the corn duties; 301, 302. Increased railway accommodation would greatly benefit Liverpool; 303–306. Facility of combination is much increased by the disproportion between the railway accommodation and the enormous traffic to be carried; 307, 308. Very difficult to suggest a remedy for the evils of combination, as such wealthy corporations would crush ordinary opposition; 309–311. A new line would not receive much support in Liverpool, in consequence of existing interests in present companies, and because it could not give a sufficient reduction of rates. The London and North-western propose increasing accommodation at Liverpool; 312–317. Rates, though less than formerly, are higher in proportion to present cost. Fixed terminal charges should be introduced into Railway Bills, scales of tolls as now inserted being no protection. No security will be given to the public unless the rates are graduated according to distance, and terminal charges distinctly fixed; recites rates for corn from certain places; 318–348. Fair to the railway companies and practicable for Parliament to compel all the lines, irrespective of cost of construction, to conform to some reasonable standard, as in the case of passengers; 349–352. Dock charges at Liverpool are necessarily high, but does not think they press upon the trade, though this may be a fair reason why independent parties should construct a harbour upon commercial principles; 353, 354. Great loss of trade from the high rates between Liverpool and the interior of the country. A portion of the loss in the corn trade is attributable to the high dock rates, &c. in Liverpool; 355, 356. Combination to keep up prices dangerous; an increase of railways to Liverpool might be advantageous, if unable to combine; present number too small for competition to reduce rates; 358–364. Uniform rates for uniform distances should be compulsory, except under special circumstances; 365–374. 381. The railway companies say that at Liverpool and London the terminal expenses are excessive; 374. The station at Liverpool cost an enormous sum beyond that at Holyhead, but the traffic more than

PATTERSON, MR. JOHN—*cont.*

compensates for the difference; 375–380. If Parliament fixes uniform mileage rates for uniform distances, it should do so upon the principle already adopted in fixing tolls; this rate should be uniform over all the system, and to all persons; reasons stated; 382–401. Rates might be reduced without lessening profits; 402–404. The dock accommodation at Liverpool is insufficient, but extensions are in progress at Birkenhead, and the scheme for connecting the two places by a tunnel, if practicable, would be most useful; 405–407. As to cost of construction in fixing the rates; 408. No difficulty in obtaining sites for stations; 409. Strong representations have been made to the railway companies, but a most inadequate reduction has been the only result; 409–411.

Papers referred to by witness:—Statement prepared by the Association of the Liverpool Corn Trade, showing imports and exports of breadstuffs, and stocks held in Liverpool in each year from 1858 to 1864; *Apps.* C. and K. Tariff of rates of railway carriage of grain proposed by the Association of the Liverpool Corn Trade from station to station; *App.* C. Rates from certain places existing and proposed; *ib.* Memorandum upon railway fares from; *App.* Z.

See also SMITHELLS.

PEAT:

Not adapted for use on railways; *Mallet* 2144.

PERMANENT WAY:

By means of strict daily inspection most railways in England are kept in a high state of repair; *Cawkwell* 11,695; *Clarke* 12,793. Companies paying badly have sometimes exercised an unwise economy by allowing line to get out of order; *ib.* 12,795. Great Northern Company are relaying a portion of their line year by year, rails being worn out; *ib.* 12,929–12,932. Cost of permanent way as now laid down is at least 50 per cent. more than it was a few years ago; *Harrison* 15,289.

Time which rails, sleepers, &c. are calculated to last. The earlier rails were better than subsequent ones, but steel rails are now coming in, which are superior to any other; *Bidder* 17,036–17,040.

Discussion as to mode of fastening down rails, and as to use of steel rails. Rails are now necessarily heavier than those formerly used. Mixed gauge has added very much to expense of maintaining permanent way; *Gooch* 17,401–17,422.

See also SINGLE LINES. STEEL RAILS.

PERRY, MR. HENRY ROBERT. (*Analysis of his Evidence.*)

Is a grain merchant in Dublin; 6817. Has given railway system of Ireland, in connexion with corn and flour trade, his especial consideration. Has always found companies disposed to extract extreme rate of remuneration for services performed, and was only by having Grand Canal that they have been kept from advancing rates still further. In 1860 Great Southern and Western and Midland Great Western promoted a Bill to buy up this canal, but failed; is now worked by original owners with great advantage to the district. Result of an agreement, confirmed by award, between these two companies entered into some years since, by which rates and fares fixed and healthy competition precluded, prejudicial to development of natural traffic and trade of the country, and calculated to retard materially commercial enterprise. How award arose, and matters which arbitrators were called upon to settle; reads the award, the result of which is that each company agreed not to compete with each other, but divide traffic in certain proportions, the object being to do away with canal opposition; no branch lines were to be promoted in a district which each considered as its own; 6818–6827. Rates for freight unequal, and considerably higher than the trade can afford; a moderate reduction would speedily induce an increased traffic over lines of greater part of Ireland; instances the low rates (½*d.* per mile) in operation in Westphalia, which, so far from being unremunerative, have developed a considerable source of national wealth, and largely increased profits of railways. Rates for passengers and facilities afforded are not such as to induce travelling to an extent remunerative to the companies, the poorer classes for this reason rarely use railway to attend market, fairs, &c. Midland Company have set a good example by issuing market tickets. Hardly any points to which a third-class passenger can go and return on same day; at some points he cannot make even direct distance in one day. Branch lines worked by small companies prove a serious obstruction to traffic. Great benefit would arise if railways of Ireland could be

PERRY, MR. HENRY ROBERT—*cont.*

worked as one general comprehensive system, and rates and fares lowered to a point analogous to those on the continent. Is of opinion that to make railways fully remunerative, rates they receive must be fixed in proportion exactly to circumstances of the country in which they are situate; 6828, 6829. If rates were lower trade in grain would increase. In witness's district rates have been advanced since canal competition. Result of canal reverting to original proprietors has been that they have made an arrangement by which they compete at certain rates without conflicting, and rates of railways have been increased 25 per cent. in every particular instance since that occurred; 6830–6833. High rates for grain do not prevent speculation. A reduction of one-third from present rate for grain would be fair, and that, after the lapse of two years, would pay company. Would not be such an increase in grain as in other articles if rates were lower. Reduction would make a difference of about 5*d.* on the quarter; is certain that this would lead to an increased growth; many mills idle by reason of rates of freight rendering them not able to be worked profitably. Mentions one at Athlone, and states in what way additional charge of 5*d.* per quarter prevents that mill from working. 5*d.* per quarter on oats would allow a profit to the grower. Has made out a table, which shows that charges generally are not equal on railways, governing point being contiguity of the seaboard; for instance, between Dublin and Cork rates are less than to many stations short of Cork, and from Dublin to Belfast (113 miles) the fare is 10*s.*, and from Dublin to Banbridge (87 miles) 15*s.*; 6834–6859. On Great Southern and Western, fares have been increased for some of the shorter distances in considerably higher proportions. Passenger fares have also been advanced 10 per cent. during past 10 years on both the Midland and Great Southern and Western; 6860–6862. Many of the smaller companies are burdened with capital by reason of difficulties in construction, consequently a large portion of capital is lost, and original shareholders receive no dividend. Reason why Streamstown and Clara line is not used; 6863.

PERRY, MR. THOMAS. (*Analysis of his Evidence.*)

Is connected with iron foundry trade, and chairman of Ironfounders' Association; 10,603, 10,604. Complains that foundry trade of South Staffordshire is restricted in consequence of railway companies charging a higher rate for castings than for bar iron. Where same values, and loading equally good, the rates should be the same, provided the freighter undertook all risk. Companies should be bound in all cases to give freighter a rate free of damage and a rate subject to damage. In the case of castings companies do not charge according to value, as the average price is lower than for bar iron; liability to fracture is the element. The extra rate charged by companies for insurance is excessive; would pay freighter well to take risk in consideration of paying a lower rate; 10,605–10,607. Castings can be packed as closely as other descriptions; mentions several that should be sent at same rates as bar iron. In consequence of an appeal to the railway company they have given a classification of certain castings which they would take at bar-iron rates; must be at sender's risk. Companies have thus admitted the principle, but have not gone far enough. When castings are very heavy, excessive in size, or weight not proportionate to size, special rates might be charged; in latter case, might be taken by the cubic foot; 10,608, 10,618–10,621. Principle upon which the additional charge for risk should be arranged. There would be scarcely any litigation if arrangements as to risk were made beforehand. Is now sometimes doubtful whether companies are liable or not; 10,622-10,628. Concurs in the suggestions made by South Staffordshire ironmasters as to classification, &c. of iron; their evidence principally turns upon bar iron; 10,629, 10,630. Board of Trade should make out classification; should take information from thoroughly practical sources; classification should be finally settled by law; 10,631–10,633.

See also GRIERSON.

PIM, MR. JONATHAN. (*Analysis of his Evidence.*)

Is a merchant and manufacturer in Dublin; in some degree firm are general merchants, but chiefly Manchester warehousemen, and cotton and linen manufacturers; 7050, 7051. A large reduction in rates would be a great advantage to the country. Attaches more importance to reduction in passenger rates than in goods rates, the former is less expensive traffic. As upon reduction there would be a deficiency in the receipts for four or five years, would not be warranted as a director in risking property of shareholders. Reason why experiment should be tried in Ireland; if successful should be extended to England. English railway companies might adopt it themselves; 7052–7058. 7062. 7065, 7066. Thinks difficulty not insuperable of getting rid of paid directors and uniting companies in two or three large companies; 7059–7061. Large reduction in rates for coal would not be so great a benefit as reduction in passenger fares, as that would enable lower classes to travel upon railways; 7063, 7064. Would reduce rates to about one third of present rates. It would rather take ten years than five to recover receipts. Would then be no necessity for return tickets and excursion trains. How want of concert between companies affects passengers and traders. All ordinary trains in United Kingdom should carry third-class passengers; 7067–7076. Is a director of Dublin and Kingstown railway; whole of working arrangements under control of Dublin and Wicklow; 7077, 7078. Has not thought much about railways being purchased by Government; all new Irish railways should be made at their expense under some general system. Reads passage from Quarterly Review for 1839, predicting present evils. Believes state of things existing in England is very much the effect of amalgamation of the great lines. Mentions railways out of Dublin, and difficulties that arise from want of concert. Has heard of some attempts being made to amalgamate; knows they failed. If there were two or three great companies, it would lessen present difficulties very much. Train from Belfast came into Dublin too late to catch train to Cork, so that passengers could not make the journey in the same day. Was a mere matter of accident, but where different interests, companies often pull very badly together; 7079–7086. Several railways which do not pay in themselves, but which greatly benefit country through which they run; if fares were lower would benefit country a great deal more. Why not worth the people's while to reduce rates. The floating debt would be a difficulty. Line from Athlone to Castlebar and Westport only partially completed; paid a dividend of 3½ per cent.; as a proprietor would advocate reduction. Many of the great companies could try it, but are not willing, believing it would not pay. As to loss that would be likely to arise if suggested rate were adopted; would be a diminishing sum each year. Receipts of first two or three years would show probable result. If unsuccessful would have to be given up. Instances success of Post Office. Some of the London companies have been compelled by late Acts to carry working men at low fares at certain hours morning and evening. Parliamentary trains generally put on at inconvenient hours for fear it should be made use of by any except lowest class. If fares were reduced many would travel second class who now go third, and first who go second; 7087–7092. Does not complain of the terminal charges, but complains of through-rate arrangements. Certain kinds of competition which companies ought to be prohibited from entering into. Labouring classes would travel much more if fares were cheap; their so doing would be a great benefit to the country; 7093–7098. 7103. Cattle and horses are driven by the road in consequence of the high rates by railway; 7099–7102.

POPULATION OF IRELAND:

Though reduced, still very large; sufficient, if fares reduced, to support railways; *Bewlay* 6974. Kept very stagnant by high fares; *Bagot* 7001.

POSTAL SERVICE:

Remarks by the Inspector-General of Mails on certain portions of Mr. Allport's evidence affecting the postal service; *App.* CW.

POST OFFICE:

Great postal facilities on Belgian railways; mails go by every train, and are carried free; *Fassiaux* 3144. 3153. Expenses of certain trains borne by, in Ireland; *Brady* 3353–3356. Delay at Limerick Junction to meet Post Office arrangements; no perceptible difference in the traffic in consequence; *Malcomson* 3531–3536. In Canada mails are carried by railway; mode of determining rate of payment; number of mails per day; *Brydges* 5424–5436. Delay of letters to and between Scotland and Ireland from want of concert between companies; *Boileau* 6804.

One great benefit to be derived from the State possessing the railways would be the carrying out fully Sir R. Hill's postal plans, especially in regard to the better

Post Office—*cont.*
transmission of mails in provincial districts; *Galt* 7398, 7399.

Operations of the Post Office greatly curtailed by the difficulty of obtaining the use of railways on reasonable terms; although disputes are referred to arbitrators, they generally lean to the companies rather than to Government; *Hill* 7938–7943. More frequent communications between many places in Belgium and France, than in England, mails being carried free of charge; *ib.* 7944. 7949, 7950. Reasons why mails are in many instances conveyed by horse and cart; *ib.* 7945, 7946. Special mail trains; *ib.* 7947, 7948. Post Office do not desire mails to be carried gratuitously, but to pay only a reasonable price; difficulty in Post Office availing themselves of ordinary trains from present state of the law; *ib.* 7953–7961. Witness would suggest a system of payments fixed by Railway Act according to circumstances of each particular case; *ib.* 7962–7967. The reason for not attempting this, is the opposition apprehended on the part of railway companies; *ib.* 7968–7980. A Bill to this effect was prepared, but met with violent opposition; *ib.* 7981–7986. Great additional postal facilities, in witness's opinion, would be obtained if railways came into possession of the State; *ib.* 8241–8253.

Witness believes that railway companies are anxious to meet requirements of Post Office in every possible way. Statement of sums paid to Midland Company, and services rendered. Very few mail trains run at times convenient for passengers, sometimes there are none (though passenger carriages are always attached). Post Office payments average 9*d.* per mile less than ordinary payments; discussion on this subject. Sum paid gives an average of 1*s.* 3*d.* per bag; packages of same size would be charged more to the public. *Allport* 16,943–16,953. Midland Company have had no arbitrations with Post Office for many years; *ib.* 16,944, 16,945. Railway companies have reason to complain that Post Office is gradually trying to absorb the parcels traffic; *ib.* 16,951. Small number of deliveries complained of in some places, the fault of Post Office, as they can have as many a day as there are trains running. Labour of Post Office sorting, &c., will bear no comparison to work done by railway companies; *ib.* 16,951.

Complaint that under the guise of carrying letters, Post Office have deprived railways of their parcels traffic. Railways cannot compete with Post Office, as they have to carry their parcels for them for nothing; *O'Brien* 12,328–12,338. 12,341–12,343; *Grierson* 13,424 *et seq.* Witness totally dissents from statement that book parcels are carried for Post Office for nothing; *Page* 14,976–14,978.

Annual cost of railway mail services for the United Kingdom; *ib.* 14,915. The fastest mail train is the London and Dover on the South-eastern railway; *ib.* 14,916. To get rid of serious irregularities in the service, the Post Office have now one "exclusive" and several "limited" trains, which are working with very fair punctuality; *ib.* 14,917–14,920. Particulars of numbers of miles daily traversed by the various mail trains; *ib.* 14,921; total daily number, 60,000; *ib.* 14,922. Control exercised by Postmaster General over trains; *ib.* 14,923, 14,924. Principles on which contracts are arranged, arbitration not unusually goes against the Post Office; decisions very unequal; *ib.* 14,925, 14,926. Rates awarded vary greatly; several cases cited; among them two, in which 3*s.* and 6*d.* respectively were given for very similar services; *ib.* 14,927–14,930. Arbitrators used to be able to agree, but latterly the decision has generally been given by the umpire; *ib.* 14,931, 14,932. List of various payments awarded, from 2*s.* to 4*s.* 6*d.* per mile; *ib.* 14,935: in all these cases passengers also are carried; *ib.* 14,936. The latter refers to state of things ten years ago; it is difficult to give similar details for present time; *ib.* 14,940–14,943. Other particulars of trains; *ib.* 14,937. Particulars of two cases of wide difference between Post Office and railway company, which have occurred under witness's own notice; *ib.* 14,944. Post Office are willing to pay all expenses and a good profit in addition, but companies often claim the whole cost of the train; *ib.* 14,996, 14,997.

Complete want of uniformity in sums awarded by arbitrators, from absence of any definite principle of valuation to guide them. Necessity for legislative definition of "a reasonable sum," this being the only guide laid down in Acts at present. Instances of want of uniformity; *Page* 14,948–14,950. Umpires act with perfect honesty, but have mistaken views; as a rule they lean to railway companies; *ib.* 15,091–15,096. System of arbitration is disliked by companies on account of its dilatoriness and uncertainty. Instances of companies being kept for years without their money from delay of arbitrators, arising

Post Office—*cont.*
generally from difficulty in agreeing upon an umpire; *ib.* 15,097–15,104. As to power of railway companies and of Post Office to make a fresh reference to arbitration; *ib.* 15,105, 15,106. With regard to trains within companies' own control (of which a large portion of the mail service now consists), Post Office cannot find means of bringing them under arbitration, and are worse off with their mail bags than public are with regard to parcels, though the service required is much less; *ib.* 14,951–14,953. The effect of above-named defect in legislation is a very high rate of charge, and consequently very great delay in establishing mail service, and in extending facilities to the public. Remarkable case in point, where mail service was delayed nine years; *ib.* 14,955, 14,956. Post Office have very seldom got what they consider reasonable terms for ordinary train service. The lowest charge ever obtained is the full parcels rate, which is at least twice what it ought to be, as Post Office do their own collection and delivery; in most cases they have to pay much more than that; *ib.* 14,957–14,959. It would in many instances be cheaper to send a mail guard as a passenger with the letters as luggage, but this plan would be rendered inoperative as companies deny right of Post Office to exchange bags at intermediate stations. The question has been tried in Ireland and Scotland, and conflicting decisions given, and the authorities in England consider the law doubtful. To send a porter with each bag would lead to excessive charge, and the companies have refused, except in one instance, to grant a yearly ticket for this purpose; *ib.* 14,954. 14,960–14,962. To avoid irregularities which now occur from throwing improper amount of traffic on to mail trains, Post Office should have right of requiring an exclusive train by paying for it, also one the amount of traffic on which should be strictly limited; *ib.* 14,963, 14,964. Companies constantly plead inability to help irregularities, on account of amount of traffic, whilst the Post Office are actually paying more than sufficient to clear the whole cost of the train. Case quoted of gross irregularities, which were readily cured by dividing the train; *ib.* 14,965–14,967. The substance of what Post Office require is, that some principle should be laid down to prevent present discrepancies in awards and payments for services very similar; *ib.* 15,011–15,016. New companies are always anxious to secure conveyance of mails; *ib.* 15,017. Discussion of principles on which railway charges should be framed. Witness considers that Post Office should stand in same position as a private trader desiring to make a contract; *ib.* 15,018–15,023. Highest rate ever paid as result of arbitration was 4*s.* 6*d.* per mile. The 5*s.* rate paid to Chester and Holyhead line is under special arrangement with Treasury, and is really somewhat of a subsidy; *ib.* 15,024–15,028. Discussion of what should be included in reckoning cost per mile of running a train, and observations to show profit that companies realize on mails; *ib.* 15,029–15,037. Contracts now generally provide for additional trains when required by Post Office, at fixed charges to avoid arbitration; also for special trains when required; the latter at charges much lower than would be granted to the public. Mail trains are generally for both directions; *ib.* 15,038–15,048. Fines are not provided for in any contracts with railway companies. In the case of the Dover and Calais mail packet service there is a provision for fines and premiums; *ib.* 15,049–15,051. Post Office can make no stipulation as to taking up passengers; *ib.* 15,052. Nominal remedy for unpunctuality is to enforce penalty contained in bond; in practice this is never done, although companies doubtless receive a larger subsidy in consideration of risk of incurring them; some of them are at the rate of 1*l.* 14*s.* per minute; *ib.* 15,053–15,062. No difficulty in framing a workable system of fines and premiums which companies would accept. One such was in operation some years ago, by which company gained considerably; no other company would at that time accept it; *ib.* 15,063–15,067. For ordinary train service a tariff might be fixed, but for special services it would be more satisfactory to define principles for calculations of arbitrators and umpires; *ib.* 15,069, 15,070. Post Office would be very glad to pay highest goods rate; *ib.* 15,071. Companies extract more from Post Office than from public, because they find them at their mercy, as public service must be performed; *ib.* 15,089. No railway competition for postal purposes; *ib.* 15,090.

Uncertain and unsatisfactory state of the law as to the speed which Post Office may demand; *Page* 14,968. Account of efforts made by Post Office to remedy defective state of the law, which have hitherto been frustrated by the powerful railway interest in Parliament. Bills were

Post Office—*cont.*
introduced in 1853 and 1857, neither of which passed. Extract from Post Office Report, and from Memorandum by the Duke of Argyll relative to the latter Bill, which, among other things, states "that its principal features are, "1. To enact a fixed tariff of charges in respect to all "services performed by ordinary trains, thus avoiding "the necessity of arbitration. 2. To maintain arbitration "for all *exclusive* and for all *special* services, but to lay "down certain rules of computation for the guidance of "the arbiters, and, as far as practicable, to confine them "within a fixed maximum and minimum;" *ib.* 14,969–14,972. 15,068. 15,123–15,125. Presumable explanation of certain increased payments under arbitration in cases where there was no corresponding increase of service; *ib.* 14,973. Reason why abolition of newspaper stamp was accompanied by lowering of book post rates; *ib.* 14,974, 14,975. Railways have doubtless greatly facilitated transmission of mails and increased number of letters, but charges to Post Office have not been diminished to same extent as they have to the public; *ib.* 14,979–14,984.

Question of a parcels post has been discussed for some years, but railway companies have always opposed it. Witness believes it could be established at a rate between letters and book post, greatly to advantage of public and of railway companies likewise, as the facilities afforded by the Post Office, with its 16,000 receptacles, are so great that large numbers would be sent that are now not sent at all. The suggestion is for a uniform price as to distance, increasing only according to weight. With present through arrangements, parcels to remote places cannot be prepaid throughout, nor even can charge be ascertained without application at railway station; *Page* 14,985–15,006. Statistics quoted to give an idea of present mileage of Post Office coaches, carts, messengers, &c., as compared with mileage by railway, with reference to payment to be made to Post Office and railways respectively, if above scheme adopted; *ib.* 15,007–15,110. Witness considers that for companies to base claims on the fact of Post Office carrying the book post is unjustifiable. Provisions in companies' Acts for carriage of parcels does not at all imply that they are to have a monopoly of that traffic. Discussion of this question; *ib.* 15,072–15,084. Post Office would be very glad to have a rate for letters only and pay same as booksellers and others for parcels; *ib.* 15,085–15,088. Companies benefit rather than not by book packets forming part of mail; *ib.* 15,107. If parties concerned met, witness believes there would be no difficulty in their amicably arranging matters for parcels post; *ib.* 15,109–15,111. Book post is at present a loss to Post Office, mainly through high railway charges; *ib.* 15,114–15,116. Clearing house arrangements might advantageously be applied to the parcel post; *ib.* 15,117–15,119. Composition arrangements for taking weight of bags in gross; *ib.* 15,120–15,122.

Items which should be considered in reckoning cost of a mail train; *Gregory* 17,662, 17,663; their total amount, 14*d.* per mile; cost of a through carriage would be about 1½*d.* per mile additional; *ib.* 17,664, 17,665. 17,679. Total additional bare cost of running a mail train of seven vehicles witness reckons at 1*s.* 9½*d.*; *ib.* 17,666, 17,667. Post Office should not pay so much for partial as for exclusive use of a train; *ib.* 17,668, 17,669. 17,680, 17,681. For "interest of capital, &c.," witness allows 100 per cent. on the bare cost; *ib.* 17,670. Principles upon which witness (who is a Post Office arbitrator) acts in fixing rates of payment; *ib.* 17,671. Is aware that mail trains are considered to be legally exempt from charges for use of road, but has never claimed such an exemption; *ib.* 17,672–17,674. 17,678; are not entitled to use of engines and carriages free; *ib.* 17,675, 17,676. At one time Post Office contemplated putting on their own rolling stock; *ib.* 17,677. Average earnings of a passenger carriage about 8*d.* per mile, of a horse-box 5·8*d.*, and of a carriage truck 5·2*d.*; from these and other calculations witness considers fair charge for use of a mail van would be about 7*d.* or 8*d.* per mile; *ib.* 17,684. 17,695. Carriage of ordinary parcels a more expensive service than mail bags; reasons for this opinion; *ib.* 17,696–17,699. In arbitrations witness has always proposed ½*d.* per cwt. per mile, reckoning at maximum weight of bags, though he believes Post Office might claim a lower sum; *ib.* 17,699–17,701. Denial of statement that railway companies carry Post Office parcels for nothing; *ib.* 17,702. Witness has never objected to Post Office parcels being considered part of mail,—award could not be made which should exclude parcels; *ib.* 17,703–17,710. Method of conducting arbitrations. Arbitrators are seldom able to agree without having recourse to umpires; *ib.* 17,711–17,713. High class of persons

Post Office—*cont.*
called in in the latter capacity; *ib.* 17,714, 17,715. Arbitrations less frequent of late from better agreement between Post Office and railways, but not more easy to settle than formerly when undertaken; *ib.* 17,716–17,719. Answer to statement by Capt. O'Brien that "Post Office "having got an award for carrying letters at a certain "rate, choose to call parcels letters, and thus get them "conveyed without paying a single farthing to the rail-"way company," and statement and discussion thereon; *ib.* 17,720–17,722. Post Office really pay company a higher rate than public would; *ib.* 17,726. List of payments under awards; *ib.* 17,723. If companies got all the parcels from the public that they now have from Post Office they might gain more, assuming that a separate charge were made on each, but it has been decided that packed parcels cannot be charged at same rate as if separate, nor have railway companies any legal monopoly of parcels traffic; *ib.* 17,728–17,734. When practicable, witness makes charges to public the foundation of his calculations for charges to Post Office; *ib.* 17,749–17,753. In the single instance where Post Office have an exclusive train, 3*s.* 9*d.* per mile was awarded; witness considered that 2*s.* 4*d.* would have been sufficient; *ib.* 17,760–17,763.

Returns received from, as to the service rendered to the department by the railways of the United Kingdom; *App.* BA. List of arbitrations between the Post Office and railway companies, showing the date of each award, the names of the arbitrators for the Post Office and the railway company respectively, and the name of the umpire, if an umpire has been appealed to; *App.* CV.

See also Parcels.

Potteries. *See* Staffordshire Potteries.

Precautions for Safety of Trains. *See* Traffic Arrangements. Safety of Railway Travelling.

Preference Shareholders:

Instance of a railway (the Cork and Bandon) entirely in the hands of; *Shaw, W.* 6385–6389; *Jones* 6467.

Preference Stock. *See* Capital Account.

Private Owners' Waggons. *See* Rolling Stock.

Protection to Passengers, &c.:

Greater security against robberies, &c. should be ensured by uniformity of signals; *Hill* 8197 *et seq.* Dangerous spot at Yarmouth station, which could be remedied at a trifling outlay; *Wooler* 9713–9715.

See also Non-liability for Loss of Goods in Transit. Safety of Railway Travelling.

Provincial Towns:

Comparison of the railway service in France and England between the metropolis and various large and small provincial towns; *App.* DM.

Prussia. *See* Foreign and Colonial Railways, 4.

Publication of Accounts of Railway Companies:

Necessity and reasons for; *Bidder* 16,599–16,603. 16,612.

Publication of Rates and Fares. *See* Rates and Charges, &c., 4.

Public Works Loan Board:

Statement from the, of loans advanced by Government to Irish railways, made up to 26th May 1865; *App.* AO.

Punctuality in Railway Travelling:

Should be enforced by penalty; *Hill* 8197 *et seq.* Witness does not see that greater punctuality than now obtains could be enforced by legislation; most companies keep as good time as they can. Public are continually obtaining damages for unpunctuality of trains; the number of applications is enormous, and companies often grant what is really unreasonable, rather than go into court; *Cawkwell* 11,707–11,716. A record is kept of the time of all trains (witness speaks of the North-western in particular, and of other lines generally,) and they are not more unpunctual now than formerly. The quantity of passengers' luggage is frequently a great cause of delay. Servants are called to account when a train is behind time; *ib.* 11,717–11,727. Explanations in answer to a complaint as to disconnexion of trains at Market Harborough, Northampton, Leicester, &c.; other arrangements are in progress; *ib.* 11,727–11,733. Not desirable to compel punctuality by Act of Parliament;

PUNCTUALITY IN RAILWAY TRAVELLING—*cont.*

reasons. The less legislative interference with the traffic the better; *O'Brien* 12,326–12,328.

Witness does not think that want of punctuality increases the risk of accident if the signals are attended to; *Allport* 12,440. Trains have been generally unpunctual where collisions have occurred, but that has not caused the accident; *ib.* 12,445–12,447.

Great Northern Company are about to duplicate several trains to ensure greater punctuality; *Clarke* 12,782–12,784. If punctuality enforced by law, trains would be timed more slowly; *ib.* 12,785. Passengers' luggage a great cause of delay; *ib.* 12,786.

Tickets should be issued a quarter of an hour before starting of every train, and trains should be started punctually at advertised times, under a penalty; *Low* 13,882.

Under proper regulations, punctuality is a secondary consideration as to safety; *Huish* 15,854.

PUTNEY:

Statement of Mr. J. Bullar as to want of railway accommodation at; *App.* S. Remarks by the London and South-western Railway Company upon statements of Mr. John Bullar as to want of railway accommodation at Putney, and as to through booking; *App.* DE.

R.

RAILWAY ACTS. *See* LEGISLATION.

RAILWAY AND CANAL TRAFFIC ACT, 1854:

Act has failed in accomplishing its objects; *Lees* 9284.

See also LEES. MANAGEMENT OF RAILWAYS. WILSON.

RAILWAY CONSTRUCTION FACILITIES ACT:

Schedule of tolls and charges authorized in the; *App.* DS.

RAILWAY GRIEVANCES:

Statement of Messrs. J. and F. Howard, of Britannia Iron Works, Bedford, as to irregularities of rates and other railway grievances; *App.* X.

RAILWAY REFORM:

Proposal of Judge Longfield on the subject of; *App.* F. Letter from the Lord Mayor of Dublin, enclosing Resolution on Irish railway reform; *App.* BQ. Letter and proposal from the Irish Railway Reform Committee in regard to Irish railways; *App.* DC. Communications from the Lord Mayor of Dublin, giving proceedings of a public meeting on railway reform; *App.* EA. Resolutions adopted at various towns in Ireland with reference to railway reform; *App.* EB.

RAILWAY SERVANTS:

1. *Employment.*
2. *Wages.*

1. *Employment:*

On Great Western Railway men do not work same train on following days; they have one day in the shed in each week besides their turn of Sundays; they are expected to run about 160 miles a day when on duty; *Gooch* 17,330–17,340. On short branches same drivers work continuously; *ib.* 17,349–17,351. Staff is employed indifferently for goods or passenger trains; *ib.* 17,352, 17,353. Medical attendance is provided by company; *ib.* 17,379.

2. *Wages:*

Are generally higher in large companies than in small ones, though the former are worked more economically; *Grierson* 6044–6056.

Salaries of station masters on North-western line; *Stewart* 14,802, 14,803.

Wages of railway servants are largely increasing in every department; *Harrison* 15,291.

Servants should have a pecuniary interest in increase of profits; *Chadwick* 17,246.

Statement of wages paid to guards, engine-drivers, and firemen on Great Western Railway; highest class of drivers get much higher wages than artizans in any establishment where machinery is employed; *Gooch* 17,344–17,348. Higher wages paid to drivers of passenger

RAILWAY SERVANTS—*cont.*

2. *Wages*—cont.

than of goods engines; *ib.* 17,358. Wages are rising seriously in all branches; *ib.* 17,386, 17,387. 17,426.

On Great Northern have increased 10 per cent. in the last 18 months; *Sturrock* 17,776.

Low rate of wages in Scotland; *Wainwright* 17,600.

RAILWAY SERVICE:

Comparison of the, in France and England between the metropolis and various naval arsenals, commercial seaports, suburban districts, royal palaces, celebrated cathedral towns, large and small provincial towns; *App.* DM. Particulars of, between various towns in Belgium, Prussia, Austria, Bavaria, Rhenish Germany, Central Germany, and Italy; *App.* DN.

RAILWAYS, UNITED KINGDOM:

Returns received from the Post Office as to the service rendered to that department by the railways of the United Kingdom; *App.* BA. Diagram showing the comparative weekly receipts on all railways in the United Kingdom for the year ending December 1864; *App.* CE.

RATES AND CHARGES MADE BY RAILWAYS, AND IRREGULARITIES IN SUCH RATES AND CHARGES;—REDUCTION IN RAILWAY CHARGES;—UNIFORM RATES AND EQUALITY OF TREATMENT:

1. *Classification of Goods and Charges.*
2. *Differential Rates, Preferential Agreements, &c.*
3. *Passenger Fares.*
4. *Publication of Rates and Fares.*
5. *Rates of Carriage for Goods.*
6. *Terminal Charges.*

1. *Classification of Goods and Charges:*

Unfair changes in, and regulations proposed as to; *Wright* 632–644. 746–750. Imperfection and inequalities in, at present; *ib.* 761, 762; *Cox* 8655–8664. Explanations in answer; *Cawkwell* 11,762; *Grierson* 11,941 *et seq.*; *Allport* 12,412.

Suggestion that goods should be divided into but two classes; rates proposed; *Renals* 8701–8710. Defective classification in Carriers' Act; *Nicholson* 8850.

Instances of unfair and improper classification of goods, and necessity for re-arrangement; provision in Railway Acts that goods of a different class are to be charged for separately should be altered; if sent at one time should be charged as one consignment, though they may consist of a number of separate packages; *Smith* 9050–9070. 9103–9110. Weight should be considered rather than value as an element in classification; bulk, liability to damp, speed at which conveyed, &c. must also be taken into account; *ib.* 9071–9084. Companies plead increased risk of transit as one reason for some of these objectionable classifications, but witness does not believe this to exist; *ib.* 9085–9102. There has been scarcely any alteration in classification since railways were established; *ib.* 9169–9171. General answer on the part of the Great Northern Company to the above; witness considers them all very trifling complaints; *Clarke* 12,555 *et seq.* The classification as it now stands is the result of long experience, and is revised at the end of each year; *ib.* 12,557.

Complaint of improper classification of iron forgings, &c.; *Williams* 10,403–10,407; of iron castings; *Perry, T.* 10,605–10,632. Complaint from hardware trade of Wolverhampton of improper classification; *Walker* 10,726–10,733.

Necessity for; *Brown* 11,228.

There would be no great difficulty in fixing a general classification. Present clearing house classification, modified and so arranged as to make it as generally applicable as possible, might be taken. A maximum toll could be established in lieu of the tables at present in the Acts of Parliament, which companies might reduce if they thought fit; *Cawkwell* 11,576–11,592.

Parliamentary classification is defective, but answers its purpose; no objection to its revision; *O'Brien* 12,293–12,299. Frauds to which companies are liable by packed goods being declared of a different class to what they really are; *Allport* 12,465–12,468. Discussion as to shot being in a different class from lead; *ib.* 12,469–12,473. Complaint from Derby as to classification of groceries in witness's opinion groundless; *ib.* 12,487.

Principles upon which classification of goods is based;

RATES AND CHARGES, &c.—*cont.*

1. *Classification of Goods and Charges*—cont.

Clarke 12,564–12,568. Classification is necessarily more minute than in Act of Parliament. No attention is paid to classification given in Act, except to keep within the maximum; *ib.* 12,569–12,573. In generalizing rates certain exceptions are necessarily made, which are invariably reductions; *ib.* 12,574–12,578. An article may be removed from a lower to a higher class, but it would not be in excess of Act; lowering one article would not lower the whole class; *ib.* 12,579–12,584. Comparatively there are but few exceptions, and it is necessary that this should be so; *ib.* 12,585. Classification of terminal charges is established by the clearing house; *ib.* 12,586. Classification of through rates; *ib.* 12,609–12,617. Numbers of the classes in the different classifications stated; exceptions are chiefly goods which come in great quantities at a low price; *ib.* 12,618–12,624.

To a certain extent classification might be uniform; with particular exceptions, it is so now; *Allport* 13,811, 13,812.

Necessity for a new classification for combustibles; *Gordon* 13,629.

A new classification of goods might be an advantage; *Sherriff* 16,295. Present classification altogether inadequate; it should be superseded, and a new one, subject to annual revision by clearing house, laid down by a General Act. Classification should be published, and whenever an article is removed from one class to another, there should be a notification thereof; *ib.* 16,359–16,372. Each company should still have its own tolls; classification would be simply that on which the rates are founded; *ib.* 16,373–16,376.

Railway Clearing House:—General classification of goods by merchandise trains upon railways; *App.* CP. Example of the French railway classification of goods; *App.* EC.

2. *Differential Rates, Preferential Agreements, &c.:*

Companies should not be allowed to make contracts with individuals to carry at lower rates than those charged to the public; *Clark* 189–194. Such contracts are at present made at Liverpool and Manchester; *Patterson* 240–254. Contradiction to this on the part of the Midland Company; *Allport* 12,362, 12,363. Private agreements with individuals should be prevented; *Atkinson* 910–917. 935–945. Preferential agreements are not allowed on German railways; *Mulvaney* 1132. 1251, 1252. Variable rates under certain circumstances should be allowed; *ib.* 1134–1139. 1219–1221. 1251–1260. Preferential agreements are made by North-eastern Railway Company, to the great injury of witness; *Oxlade* 1876–1923. Some few exist at present in Belgium, but are to be abolished; *Fassiaux* 3083–3088. No special rates on Waterford and Limerick line; *Malcolmson* 3645, 3646. In order to develop a certain district, Irish Great Midland Company agreed to take minerals at an exceptionally low rate, but from difficulty in getting them to the railway, they were not sent. Have had no other application for special rates; *Ennis* 4198–4203. Irish Great Southern and Western have sometimes allowed special rates to individuals, but parties have never acted up to their agreement; *Haughton* 4573–4575. Witness believes preferential agreements are sometimes made with Irish companies; discussion as to unfairness of the system; *Bagot* 7012–7016. Injury to Coleraine from differential rates in favour of port of Londonderry as against Portrush; *Macauley* 7288–7315.

Not entered into by Irish North-western Company; *Shaw, T.* 8322–8325. Unfair operation of, at Coleraine and at Liverpool; *Galt* 8485, 8486.

Complaint by merchants and tradesmen at Lincoln of want of; witnesses and others consider that upon a large consignment rates should be reduced; *Smith* 9117–9122. 9126–9133; *Gentel* 9256–9259.

Complaint against North-eastern Company of apparent favouritism and privately granting special rates; witness considers that they should be published; *Wooler* 9567–9619. Would not object to special rates if allowed equally to everybody; *ib.* 9668–9673. In answer to this, witness states that though publication would be difficult, practically every one can know them who wishes it; when special are granted they are open to everybody; *MacNay* 14,089–14,096.

Complaint of differential rates given by railway companies to northern iron districts as against Staffordshire districts; *Mathews* 10,450 *et seq.* Answer to this;

RATES AND CHARGES, &c.—*cont.*

2. *Differential Rates, Preferential Agreements, &c.*—cont.

Morris 14,120 *et seq.* Objection to special rates for large customers; *Matthews* 10,557, 10,558. Differential rates should not be allowed as between different parties, but only according to quantities carried; *Gibbs* 10,797–10,799.

Special rates should be allowed on large quantities of goods, but they should be published, and available to all; *Brown* 11,204–11,206. No objection to special contracts, if allowed equally to all traders within the district; *ib.* 11,244–11,247. Differential rates very objectionable; reasons; *Hollins* 11,303, 11,304. Discussion of this point; *ib.* 11,312–11,319. 11,329–11,331. 11,335. 11,361–11,363. 11,374.

Whenever London and North-western Company make a special rate (which is a rare thing) it is allowed to all traders at the same place; *Cawkwell* 11,596. 11,600, 11,601. Only one or two instances exist in which they have special rates with individuals; *ib.* 11,597, 11,598. Witness believes it is general now not to make special rates except for an article—not for persons; *ib.* 11,602.

Cases in which North-eastern Company give special rates; *O'Brien* 11,995, 11,996.

Great Northern Company make a difference according to quantity in a few cases; *Clarke* 12,631.

Lancashire and Yorkshire Company charge same rates to every one, except under very special circumstances; *Smithells* 13,121.

Principles upon which Great Western Company grant special rates; nothing unfair in them, so long as they are made known to the public; small tradesmen often object to them; *Grierson* 13,315–13,320. 13,333, 13,334. Plan formerly pursued by Midland Company of giving a special rate to large brewers, is not same principle as pursued by Great Western Company, as in that case there was a secret agreement; do not think companies would enter into them now; they can be prevented by Act of Parliament. Probable conditions of this agreement; witness does not know that Midland Company can make same charge to all the brewers; *ib.* 13,321–13,326. 13,329–13,332. 13,335–13,337. If a special rate given for a large quantity, say 500 tons, and the next week same person only sends 20 tons, the ordinary rate is charged; *ib.* 13,327, 13,328.

Midland Company give preferential rates under certain circumstances; *Allport* 13,745–13,747.

All traders should be placed upon the same footing; *Harrison* 15,152. Instances in which North-eastern Company occasionally grant special rates; *ib.* 15,166.

Differential rates for large quantities unfair, except extended to all the traders in the district; *Sherriff* 16,301, 16,302.

Witness has heard of companies allowing a rebate, but does not know it of his own knowledge. Great Western Company allow large traders to keep a ledger account and pay monthly, but allow no discount; *Gooch* 17,469–17,472.

Statement of Messrs. James and Frederick Howard, Britannia Iron Works, Bedford, as to irregularities of rates and other railway grievances; *App.* X.

See also STAFFORDSHIRE IRON TRADE.

Brewing Trade of Burton-upon-Trent.—Witness (who is manager to Messrs. Bass & Co.) is deputed to represent the brewing trade of the town generally; *Cosgrove* 15,674, 15,675. Complains of preferential rates given by railway companies; *ibid.* 15,676–15,678. Hands in a memorial, signed by eleven firms, giving detailed statements concerning the management of the railways radiating from Burton, viz., the Midland, the North Staffordshire, and the London and North-western, especially the first named, which, until the recent introduction of the London and North-western line, possessed nearly the whole of the traffic, and even at present retains by far the greatest share of the same. The grievances and abuses complained of are exhibited under three heads; viz., 1st, favouring rates; 2nd, terminal charges and their abuses; and 3rd, unequal rates; *ib.* 15,680. Memorialists, finding that lower carrying rates had been allowed to Messrs. Allsopp since 1859, also an allowance for having private lines on their premises, claimed similar reductions, as they have had an agreement with Midland Company since 1861 to be placed on as favourable terms as any other parties; *ib.* 15,681–15,685. Messrs. Allsopp's goods were invoiced by Midland Company for North-western stations at same rate as memorialists', but charges were privately reduced by latter company on certain "monthly overcharge sheets," three of which are given in as examples; North Staffordshire Company were

RATES AND CHARGES, &c.—*cont.*

2. *Differential Rates, Preferential Agreements, &c.*—cont.

also privy to this arrangement; *ib.* 15,686–15,688. Reiteration of, and discussion upon, the above complaints; *ib.* 15,689–15,700. Companies, having admitted the claim, 59,000*l.* has already been stopped from them, and parties are now only battling about the interest, a sum of 3,700*l.* So far the matter is settled, and there is only one point now in dispute; *ib.* 15,701–15,705. Witness hands in a copy of the agreement above referred to, which took effect from 1st January 1861, and is headed "Memorandum of agreement between the Midland Rail-"way Company and Bass, Ratcliffe, & Co., brewers, of "Burton-upon-Trent, for the conveyance of goods by "railway to stations on the London and North-western "line, branches, and leased lines," and the 3rd clause of which agrees to give Bass & Co. as favourable terms as any other firm may obtain; *ib.* 15,706. Company at first demurred to any liability prior to date of agreement, but have now consented to the full demand, viz., from November 1859, the date of the agreement with Messrs. Allsopp. Witness has no doubt that other firms will get settled with in like manner; *ib.* 15,708,15,709. Agreement with Messrs. Allsopp could not have been found out by examination of company's rate books; it was discovered by conversation with men employed about the railway. The thing went on for five years, and would doubtless have continued much longer had it not been discovered; *ib.* 15,710–15,724. Discussion of part of memorial relative to legislative enactment to prevent secret rates. Witness thinks present provisions should be made more stringent, by fine or otherwise, and that rates should be publicly registered, and no secret books allowed. If any rebate be given, it should be to all who send a certain quantity, and small traders should be allowed to unite to make up such quantity. Rate books should be at every station for inspection; *ib.* 15,725–15,738. Large sum which Messrs. Bass & Co. consider Midland Company owe them for overcharged terminals, and which they are endeavouring to recover. Extract from memorial, alleging unfair treatment of memorialists, and suggesting legislative enactment to compel companies to state what are their actual terminal charges on the various classes of goods, and the particular services they include, and that the secretary of the clearing house be invited to give evidence on the subject; *ib.* 15,739–15,741. More carting is charged for than is done; *ib.* 15,752. Firms wish for a station to station rate, and to do their own carting; *ib.* 15,757. The sum of 77,000*l.* claimed from Midland Company includes rates and charge for loading and unloading, but not terminals; *ib.* 15,755. Manager of railway must have been cognizant of overcharges; letters quoted in proof; *ib.* 15,757. Class in which witness considers ale should be charged; *ib.* 15,761. Comparison of rates of various railways throughout the country, to show unfairness and inequality of those charged on ales from Burton; extracts read from memorial, alleging, firstly, that great inequalities exist between Burton and the various stations on any one railway, and the anomalous fact that the home company have a variety of rates to one place; and, secondly, inequality of charges as between one railway and another. Numerous examples given, and discussion thereupon; *ib.* 15,778–15,782. As an instance, ten different rates are charged for the same thing between Burton and Oakenshaw; *ib.* 15,783–15,787. Details of rates to different stations on Lancashire and Yorkshire Railway, showing variations per mile of from 9-10ths of a penny to one penny and 8-10ths. Much of this irregularity is brought about by same gross rate being charged on various distances; *ib.* 15,787, 15,788. Statement in detail of scale of rates suggested for Burton ales, followed by actual rates at present charged; *ib.* 15,802. Above statement "exhibits the "fact that the trade of Burton is placed at a decided "disadvantage in the cost of conveyance of its produc-"tions to the important port and market of London;" statement from memorial to prove this; *ib.* 15,803. Quotation of gross sums paid between some of the towns; *ib.* 15,805. Great Eastern Company carry all at from 44 to 76 per cent. cheaper than Midland; *ib.* 15,807, 15,808. Proposed re-arrangement of rates would give, according to distance, 1½*d.* per mile for short distances, and 1*d.* for long; present Scotch rates are satisfactory. Witness asks that companies shall not charge a higher local rate than they receive for a shorter distance; *ib.* 15,810–15,818. Particulars of inequalities in rates on grain from different places to Burton. Great Eastern Company give a uniform rate from all their stations.

RATES AND CHARGES, &c.—*cont.*

2. *Differential Rates, Preferential Agreements, &c.*—cont.

Some railway rates are as much as rates from the continent. Water communication is superseded altogether. Rates from various places given. All the companies but Midland will carry at a computed weight; advantages of this; could not force Midland to do it, as they have been entirely in their hands; *ib.* 15,819–15,830. Traffic of brewers at Burton yields 300,000*l.* a year to railway companies; *ib.* 15,831. Ales were not sent from Burton by railway till 1850. Statement of charges by railway, and by canal previously to and since construction of railway; *ib.* 15,836–15,845. Previous to railways there was access everywhere by canal; *ib.* 15,846, 15,847. Witness finds it difficult to get explicit answers to the complaints made to Midland Company with regard to the London rates. Lengthened correspondence read to prove this; *ib.* 15,848. Witness cannot propose remedies, as company will not reply to his communications; *ib.* 15,849.

In reference to the foregoing, witness states that any allowance made by Midland Company to one brewer is made to all; that until the autumn of 1864, notwithstanding repeated efforts to obtain a copy, they knew nothing whatever of the terms of the agreement with the London and North-western Company complained of, although Mr. Cosgrove states "from high authority" that they were in possession of such knowledge; that immediately upon becoming acquainted with it they waited upon Messrs. Bass and others, in order to offer them similar agreements, and informed them that they would make them a drawback; *Allport* 16,877–16,881. To show that the brewers have not suffered, witness states that company allowed them to keep back their accounts to the extent of 40,000*l.* or 50,000*l.*, until they could ascertain terms of agreement. Mr. Cosgrove could not have made the incorrect statements he has, had he been more fully acquainted with the matters in question; his evidence goes much beyond what is contained in the brewers' memorial; *ib.* 16,882, 16,883. 16,895. Evidence as to the "overcharge sheets" is unfair and inaccurate; so far from Midland Company having them in their possession, until matters were settled between the two companies they could only obtain a few, although they did all in their power to get them, and those few were by accident; *ib.* 16,884–16,886. Explanation as to the overcharge sheets; the abatement was made wholly by the North-western Company. Midland Company were quite prepared to allow their proportion of whatever abatement North-western Company made, in fact were anxious to do so; *ib.* 16,887–16,892. North-western Company naturally wished to keep knowledge of these agreements from Midland Company, in order to get all the traffic they could, but latter company neutralized this by offering benefit of same terms whenever they could discover what they were. Messrs. Allsopps' interest also was to keep it secret. Midland Company knew of existence of agreement soon after it was signed, and knew therefore that when they should ascertain its terms they would have to refund considerable sums; *ib.* 16,893–16,895. Certain running powers granted by Midland to North-western Company without parliamentary compulsion. Favourable agreement with Messrs. Bass, which Mr. Cosgrove has omitted to mention. Witness is sure that every member of that firm is satisfied that Midland Company were unacquainted with agreement with Messrs. Allsopp. Although company have expended considerable sums on warehouses, &c. for the convenience of Messrs. Bass and other Burton brewers, Messrs. Bass complain of paying for the use of them; *ib.* 16,896–16,899. Only two points now unsettled between company and Messrs. Bass, and these company are anxious to have decided, and would willingly submit to arbitration. Particulars of what company have agreed to refund; *ib.* 16,900–16,903. Denial of one of the statements in the memorial as to the overcharge sheets; *ib.* 16,904. A considerable part of the sum stated to be due from Midland is really owing by North Staffordshire Company. Unfair treatment of Midland by Messrs. Bass in sending certain traffic by North Staffordshire, which they agreed to send by them, and then claiming from them the drawback really owing by North Staffordshire; *ib.* 16,905–16,910. Witness does not think that North Staffordshire have refused this allowance; *ib.* 16,911. Discussion relative to portions of demand still unsettled; improper claim for reduction of terminals; *ib.* 16,912–16,914. Correspondence relative to and particulars of agreement with various companies negotiated by Midland at request of Messrs. Bass, for

RATES AND CHARGES, &c.—*cont.*

2. *Differential Rates, Preferential Agreements, &c.*—cont.

which they received the thanks of the firm, who were well satisfied with it until Mr. Cosgrove joined them and complained of the cartage portions of the rate, which were really but mere matters of account between companies, and have nothing whatever to do with the brewers; *ib.* 16,915, 16,916. Referring to Mr. Cosgrove's lists of inequalities, witness has drawn out a table showing what company have a right to charge under their Act; "the "charge company make from Aberdeen," for instance, "including terminals, is 32*s.* 6*d.*; the charge they "could make, exclusive of terminals, is 115*s.*," &c. &c. Tables given in; *ib.* 16,916. Company's charge is never equal to mileage rates, leaving terminals out altogether. Whenever Midland can make an arrangement with other companies, they give brewers benefit of low rate. In certain low rates named terminals are included, but not cartage; *ib.* 16,917–16,922. Another fallacy in Mr. Cosgrove's quotation of rates shown; instead of the Burton brewers' trade being interfered with, there is probably no trade in the country which has advanced so rapidly. Figures given in proof; *ib.* 16,922, 16,923. Further correction of alleged incorrect rates quoted by Mr. Cosgrove, and discussion thereupon; *ib.* 16,923–16,925. Witness asserts fearlessly that the Burton brewers are indebted to the policy of the Midland Company for their enormous business, that company having induced almost all the other companies in the kingdom to reduce their ale rates; case in proof. Also in the matter of grain, they have arranged uniform through rates, with which brewers expressed themselves highly satisfied, but now it is complained that they charge a uniform rate without respect to distance; *ib.* 16,926. Matter referred to in correspondence at end of Mr. Cosgrove's evidence has been discussed with Messrs. Bass; the whole of the correspondence should have been put in. After all the money company have expended for their accommodation, it is unreasonable to expect the London rate reduced because rates are so low elsewhere. The water competition causes the low rates from Yarmouth to London. Unless company could be on same footing as the sea, it is unreasonable to expect their charges to be as low; *ib.* 16,927, 16,928. Clearing-house terminals cannot be applied to Burton or any other general traffic; *ib.* 16,930. If terminals were reduced on Burton traffic, rate must be raised to make charge up to what it now is; *ib.* 16,931–16,936.

3. *Passenger Fares:*

The receipts for passenger fares in the United Kingdom amounted in 1864 to 15,864,040*l.*; *Galt* 7376.

Higher fares at Rochdale, witnesses believe, than allowed by Act of Parliament; *Blackburn* 1321, 1322; *Fletcher* 1367. 1370. On the German lines are low,—lower than on the Irish railways; *Mulvaney* 1116–1130. If rates for passengers and goods were reduced to one-third or one-half on Irish railways, there would be a loss for three or four years but a great eventual gain. Question of a guarantee discussed; *ib.* 1176. 1187. 1226–1235. 1240–1250. Fares in Ireland are too high; contrast in this respect between German and Irish railways; *ib.* 1222–1226. Fares in Ireland are prohibitory of any development of traffic; *Forbes* 1458. They are in some cases higher than in England; *ib.* 1459. Rates and fares in Ireland are injuriously high; *Sullivan* 1944–1950; decline of traffic in consequence; *ib.* 2019. Desirability of half fares in Ireland; *ib.* 2093. Fares in Ireland should be considerably reduced; legislature should compel this, and guarantee any temporary loss; first and second-class fares should be reduced at least one-third; *Mallet* 2243. 2250–2290. 2295, 2296. Reduction and uniformity would be advantageous; *ib.* 2305–2307. High fares prevent intercourse between Limerick and western districts; much too high between Limerick and Dublin; were increased three years ago; *Tinsly* 2314. 2365. 2400. High fares from Limerick (especially third-class) prevent traffic; *Ryan* 2654, 2655. 2689–2691. Instance of increase of fares; *ib.* 2735–2739. Loss of traffic from high fares; *ib.* 2786–2790. Reduced fares in Ireland would increase traffic, but diminish profits; *Longfield* 2796–2799. 2809. Question of reduction of fares has been much discussed by Great Southern and Western Company; *ib.* 2834–2836. A reduction of third-class fares to ½*d.* a mile would cause numbers to ride who now walk; *ib.* 2861–2864. Fares on Irish Great Northern and Western as high as in England; if reduced 50 per cent. in four or five years would pay a better dividend; *Earl of Lucan* 2942, 2943. 2977–2979. Company could not

RATES AND CHARGES, &c.—*cont.*

3. *Passenger Fares*—cont.

afford to reduce them at present; *ib.* 2955–2960. Some method should be devised of trying the experiment of reducing fares without creating a loss; conditions under which a guarantee fund might be raised; *Hemans* 3885–3887. In England low fares have led to considerable increase of passengers in agricultural districts; want of money prevents Irish people using railways; *ib.* 3919, 3920.

Witness, who is chairman of Irish Midland Great Western, states that the question of reduction of fares has frequently been before the board. Thinks traffic in Ireland a limited quantity, and that any reduction would not bring a compensating return. Admits that company do not carry all that could be carried; *Ennis* 4014, 4015. 4066–4068. 4212. No experiments have been tried, the fares being low. For many years harvest labourers have been carried at ½*d.* per mile; a great many still walk or go by car; distance and rates by cars. If a large reduction were made in fares, the receipts might recover in four or five years, but shareholders would not like to go without a dividend for that time; *ib.* 4016–4024. Would not pay to charge such fares as are charged on some of the excursion lines in England; *ib.* 4025, 4026. Not aware that low fares have been tried on the Londonderry and Coleraine line. In Ireland passenger and goods rates nearly uniform. When a railway is subsidized low fares can be introduced, as shareholders do not suffer; *ib.* 4027, 4028. Third-class passenger fare is ½*d.* and one-tenth per mile; is not in excess of the Act. Parliamentary trains are run one each way daily at 1*d.* per mile; *ib.* 4029–4032. Harvest men are generally carried by ordinary train; sometimes sent by special; this traffic has increased; gives number carried in three half years. Reason why they are not taken by fast train. Doubts whether ½*d.* a mile would pay. Could take them for half-price if a certain number came in a day or week; *ib.* 4033–4035. 4072–4081. No reduction of fares would increase traffic; *ib.* 4041. In 1860 fares were advanced 10 per cent.; receipts considerably increased; *ib.* 4082–4084. Lord Clancarty, feeling convinced that low fares would prove remunerative, proposed trying a reduction between Athlone and Galway, guaranteeing company against loss; difficulties which led to proposition being declined; *ib.* 4107. If lower fares were tried, it must be at expense of shareholders; *ib.* 4212. Under improved management there would be a large passenger traffic in Ireland; one train a day at ½*d.* a mile would pay; it is only by applying a low rate continuously that extent of traffic can be ascertained; *Bidder* 4233, 4234. If passenger fares were reduced to ¼*d.* a mile, requisite increase would be obtained from more people travelling, and by trains taking goods from station to station on their way; *ib.* 4342, 4343.

The reduction of fares too hazardous an experiment to try in agricultural districts; *Haughton* 4479–4482. 4585. An advance of 10 per cent. on Irish Great Southern and Western nine or ten years ago, the only change since railway opened; *ib.* 4483–4487. Fares now charged; *ib.* 4531. If considerable reduction made, would not be recovered in witness's lifetime; *ib.* 4675–4677; if Commissioners desired it, would give it a trial; difficulties; *ib.* 4677–4680. Reduction in fares should be made gradually; *Murland* 4901–4904. Reduction of fares on Grand Trunk line of Canada has increased receipts; *Brydges* 5405–5407. Fares on Dublin and Wicklow Railway; large numbers carried at ½*d.* a mile; low fares have greatly increased numbers travelling, but have not increased receipts; *Dargan* 5467–5482. Dublin and Wicklow line have reduced fares within the last two years, but have not found much benefit; *ib.* 5640, 5641. Parcel rate low; season ticket holders get theirs carried for nothing; this is not a good system, being open to abuse; number carried by season ticket holders; *ib.* 5642–5647. 5650. 5653, 5654. Fares on Derry and Coleraine Railway reduced one half; this produced considerable increase in net receipts; *Roe* 5740–5743. Falling off from raising them again; *ib.* 5757–5761. 5835–5838. Reduction would cause increase in all classes; *ib.* 5879–5883. Fares on Belfast and Coleraine line; *Lanyon* 6066–6069; third class below the average of Irish lines; *ib.* 6143. Lowering fares has, on the whole, been beneficial; *ib.* 6147–6157. Any further reduction would injure company; *ib.* 6160–6164. Fares in Ireland must always be higher than in England from numbers, placing, and description of population; *ib.* 6165–6168. Discussion as to amount of fares people of Ireland are able to pay; *ib.* 6181–6190. Witness (a director of the Irish Midland Great Western) has strongly urged re-

3. *Passenger Fares*—cont.

duction of fares; in 1861 they were raised 10 per cent., previous to which period receipts had gradually risen, since then they have steadily declined, especially first class; *Earl of Clancarty* 6285–6305. 6308. Witness offered a personal guarantee if company would reduce fares 10 per cent. from January 1865 as an experiment, but the offer was declined, and receipts continue to fall off; *ib.* 6306–6310. Reasons for declining offer were expectations from the then forthcoming Dublin Exhibition, and fear of appearing in rivalry with other companies; *ib.* 6311–6324. Depression of the country and emigration probably contributed somewhat to receipts falling off; *ib.* 6314–6317. Dublin Exhibition has made no material difference in receipts; *ib.* 6319–6323.

Reduction of fares in Ireland desirable; *Macfarlane* 6545; *Boileau* 6804. Fares from Dublin to Galway excessive; should be reduced to one third, then numbers of poor people would travel who now walk, and the railway would also be greatly benefited; *ib.* 6805–6815; *Perry, H. R.* 6829. Advance of fares in Ireland during the last ten years; *ib.* 6860–6862. A bold reduction of fares in Ireland most desirable; witness believes, from eagerness with which people avail themselves of cheap trains, that in a year or two it would not only pay, but greatly improve position of companies; *Parker* 6865–6875. Necessity for reduction of fares in Ireland; *Bewlay* 6924–6929. If reduced 75 to 80 per cent., though there would be a temporary loss, witness believes that after about three years loss would be more than made up; *ib.* 6952–6958. Strong instance of increase in car passengers by reduction of their fares; *ib.* 6963–6968. Irish railways in some districts unremunerative, as people cannot afford to use them; fares might be sufficiently reduced to enable them to do so; illustration; *Bewlay* 6973, 6974, 6982–6986. All classes should be reduced; reasons; *ib.* 6975, 6976. Reduction to be of real service must be very large; *ib.* 6989. Fares lower from Ireland to places in England than from place to place of less distances in Ireland; *Bagot* 7001. Yearly tickets seldom issued; 7017. A large reduction of fares in Ireland most desirable to improve the country; but as it is not certain that it would pay, the nation should bear the risk; *Pim* 7052–7054. 7103. Irish cannot afford to pay as high fares as English; *ib.* 7063. Should be reduced to ½*d.* third class, ½*d.* second, and ¾*d.* first; it would be some years before this would pay; *Pim* 7067–7071. Difficulties in the way of reducing fares; effects of reduction; *ib.* 7087–7093. Success of recent reduction of third-class fares on Irish Midland Great Western; no reason why other classes should not be reduced; *Barrington* 7108–7116. Increase of fares latterly on Irish Northern Counties line; *Macauley* 7303, 7304.

Should be reduced to one-third the present rates; *Galt* 7337. 7349. Are much less than the old coach fares; *ib.* 7350. Considerably higher for ordinary trains than on the continent; table showing this; *ib.* 7351. 7479; but should not be affected by continental rates; *ib.* 7352. According to above-named tables the average 1st-class fare for 100 miles is in England 18*s.* 9*d.*, and in Belgium only 6*s.* 6*d.*, but after discussion and certain explanations, it would appear that 16*s.* 8*d.* and 10*s.* 3*d.* respectively are nearer the correct averages; *ib.* 8415–8440; and taking into account the much greater use of return tickets in this country will bring them nearer still; *ib.* 8441–8447. Belgian charges for passengers' luggage and other incidental matters, witness admits, may affect the comparison still further in favour of England, especially on short distances; *ib.* 8448–8457. But all this does not weaken witness's argument for reduction of fares; *ib.* 8458–8463. Mode of calculating expense of passenger trains; *ib.* 7353, 7354. Proposed passenger tariff; *ib.* 7355. Principles upon which founded; *ib.* 7356, 7357. Variations in charges in different parts of the kingdom; causes; *ib.* 7358. 7360. Instance of reducing lowest class of fares from ½*d.* to ¼*d.* causing a loss in the dividend of only 1*s.* per cent.; *ib.* 7361; this reduction did not apply to intermediate stations; *ib.* 7490–7496. Recent instances of excessively low fares from competition, &c., but results of these no criterion to judge of effect of reasonably low ones; there has not yet been any fair experiment over the whole country; *ib.* 7362–7364. No probability of proposed reduction being effected under present system; this opinion expressed by Mr. Gladstone in 1844; *ib.* 7365. Desirability of ascertaining fixed effect of low tariff by experiment for a considerable time on several lines; *ib.* 7366–7368. Lines suggested for trial; *ib.* 7369. Government should guarantee companies against loss; *ib.* 7370. Proposed fares for excursion trains; table showing present excursion fares on the principal lines; *ib.* 7371, 7372. Table showing profit and loss from exceedingly low fares; *ib.* 7372. Discussion of these tables; witness will prepare and give in amended ones; *ib.* 8464–8470. Annual and season tickets should be reduced one-half; *ib.* 7373. Amount paid for passenger traffic in the United Kingdom in 1864, 15,684,040*l.*; *ib.* 7376. Injurious effects of high fares; *ib.* 7478.

3. *Passenger Fares*—cont.

Mr. Galt's calculations being based upon the assumption of larger train loads than are really carried, must fall to the ground; *Allport* 16,941. Reduction of fares would not cause any material increase in number of passengers. Uniformity of fares would be as absurd as uniformity of goods rates. Experiment suggested by Mr. Galt of reducing fares on a certain three lines would lead to no true practical result.; *ib.* 16,942, 16,943.

Reductions should be made cautiously; *Hancock* 7671; could be better made by Government than by private companies; reasons; *ib.* 7672–7674. Reductions most desirable in 3rd-class fares, but should not go below actual cost of conveyance; *ib.* 7675, 7676. What should be considered the actual cost; *ib.* 7677–7681. 7685–7687. Discussion of principles upon which fares should be founded either by Government or by private companies; *ib.* 7681–7694. Statement of Mr. Roe as to fares on Derry and Coleraine railway contradicted; *Cotton* 7787 *et seq.* Reduction of fares in Ireland unnecessary; fares on Belfast and Northern Counties Railway; *ib.* 7825–7827. An advance of 5 per cent. on Derry and Coleraine line, and one of 10 per cent. on the Great Southern and Western, witness believes, has not checked the traffic, but the companies have made the whole of the money; reference to statistics, and discussion of this point; *ib.* 7834–7852. If State acquired railways, witness believes a large reduction of fares might be made without loss; *Hill* 8039.

High and unequal fares on Great Western; *Nicks* 8947–8952. Observations in reply; *Grierson* 11,768 *et seq.* Instance of inequality of fares on Midland Railway; *Gentel* 9275. Irregularity of fares between Darlington and Newcastle; *Wooler* 9556–9566. 9698–9703. Observations in reply; *O'Brien* 12,123 *et seq.* Railway Acts for some years past have contained a clause subjecting rates and tolls to future general revision; *Lees* 9493–9500. Discussion as to Parliament acting upon this and reducing them; *ib.* 9532–9539.

Companies should not be allowed to charge between any two places a less sum than between one of those places and an intermediate place; *Hollins* 11,305–11,307. Witness would have a uniform rate for passengers as well as for goods; companies should charge same fares over whole system, though a rate that would pay in a densely populated district would not in one sparsely peopled; *ib.* 11,380–11,384.

Witness does not think that a reduction to 1*d.*, ¾*d.*, and ½*d.*, for 1st, 2nd, and 3rd class, with 3*d.*, 2*d.*, and 1*d.* additional as a station charge, would materially increase traffic if made over the whole country. A great reduction between certain given points increases traffic there, but draws it off from other places; *Cawkwell* 11,601–11,610. Does not think that additional facilities would largely increase third-class traffic; case quoted in proof; *ib.* 11,614–11,618. Fares are pretty uniform over the whole of the London and North-western system; *ib.* 11,627; they are mainly fixed on the mileage principle; *ib.* 11,636. Compulsory interference with rates would very much disturb arrangements for working lines at fixed rentals, and would prevent companies making reductions to encourage traffic in districts where needed; *ib.* 11,681–11,683.

Particulars of fares on the Great Western Railway; *Grierson* 11,767 *et seq.*

Any attempt to coerce companies into compulsory uniformity of charge per mile would displace the Parliamentary security on which they have expended their capital, and diminish the facilities now voluntarily given to the public; *O'Brien* 12,152. Low fares in populous places advantageous to companies and the public; *ib.* 12,153–12,155. Companies would lose by a large general reduction; *ib.* 12,177–12,180.

Great Northern fares are pretty uniform, and near the maximum; effects of the severe competition some years ago between this company and the Midland Company; the numbers then carried form no criterion of what effect a fair and uniform reduction of fares might have; *Clarke* 12,861–12,870. Charges for passengers' luggage very rigidly exacted on the continent, and on English lines in connexion with them; *ib.* 12,873, 12,874. Great

RATES AND CHARGES, &c.—*cont.*

3. *Passenger Fares*—cont.

Northern Company are very liberal in this matter; *ib.* 12,844–12,847. 12,871, 12,872.

Discussion of question of fare between two given points by different routes of unequal lengths; unless the charge be equal, the traffic would all necessarily be driven on to the shorter line; *Smithells* 13,036–13,069. If uniform mileage fares were adopted present system of working on commercial principles must be departed from; *ib.* 13,061. As to allowing companies to charge a higher fare for a shorter distance than for a longer one, witness thinks they should act as they think fit, within their maximum; *ib.* 13,083–13,089. Speaking of Lancashire and Yorkshire railway, witness does not think a general reduction of fares would much stimulate traffic; a partial experiment is being tried at present, but witness is not sanguine as to the result; *ib.* 13,216–13,226. Fares on this line are very low, but many of them are good paying ones; tendency has been to reduce, and the result so far is satisfactory; *ib.* 13,227–13,235. Witness believes that to reduce 50 per cent. would take away their dividend; *ib.* 13,236.

If equal mileage rate adopted, competition would be destroyed where routes were of different lengths, as passengers would not use the longer; *Grierson* 13,260 *et seq.* As a rule, fares are the same in agricultural and in thickly-peopled manufacturing districts, but in some districts (on Great Western) third-class carriages are attached to most of the trains; *ib.* 13,290. If third-class fares were much reduced, agricultural labourers would not travel three or four miles backwards and forwards to their daily work; in no case carries people from suburbs four or five miles into a town to their employment. Question of carrying from city to Hammersmith at a weekly fare of 1*s.* 6*d.*; *ib.* 13,300–13,304. Explains how it has arisen that express fares are charged in some cases and not in others, the trains stopping at and missing same stations; *ib.* 13,483–13,486.

Suggestion that Board of Trade should have power periodically to revise fares; *Low* 13,894. Express fares on Great Western are a great inconvenience; they are much too high; none on the Midland; *ib.* 13,950–13,955. Express fares should be abolished, and all fares greatly reduced on all the lines; *ib.* 13,882.

Particulars of alterations in fares on North-eastern, and Stockton and Darlington lines; *MacNay* 14,004–14,007.

Through fares, Midland railway; *Allport* 13,769–13,777. Reduction of fares to 2*d.*, 1½*d.*, and 1*d.* per mile now accomplished over nearly the whole of their system, without loss to company; *ib.* 13,777–13,779. In some of the thickly populated parts fares are less than half the Parliamentary scale; in such places low fares pay best; this would not answer in agricultural districts; *ib.* 13,780, 13,781. Increase of passengers since reduction not, as witness believes, drawn from other lines; *ib.* 13,790.

Witness (general manager of North Staffordshire Railway) is strongly in favour of a large reduction in third-class fares for long distances; believes it would pay, and hopes to see it carried out on his line. There should be one train a day each way, at a time that would only suit working people. 1*d.* a mile on long distances is far too much for the labouring classes; where fare is above a shilling they will walk; *Morris* 14,369–14,389. Witness believes that agricultural population has never yet been touched for short distances, and that low fares would greatly develop this traffic; *ib.* 14,393, 14,394. First-class fares might be reduced to 2*d.* per mile, but not lower; *ib.* 14,391.

There may be cases in which public interests would not suffer by companies charging a lower fare for a longer distance in same direction; *Hawkshaw* 14,413–14,420. Speaking generally, interests of public and of companies coincide in respect to charges; *ib.* 14,423–14,425. Reduction of fares has been silently going on for some years, and may continue to some extent; *ib.* 14,536–14,538. Companies are reducing fares as well as they are able; *ib.* 14,551, 14,552. Fares for short distances; *ib.* 14,561.

In France, first-class fares about the same as in England, but second and third class lower; *Stewart* 14,665. Effect of violent competition has been to lessen accommodation between intermediate points; it has in many instances left fares higher than before; *ib.* 14,727–14,729. Express fares abandoned on most of the trains on the North-western system; *ib.* 14,730. Low fares induce a great development of traffic in manufacturing districts, but nothing will make agricultural a travelling popula-

RATES AND CHARGES, &c.—*cont.*

3. *Passenger Fares*—cont.

tion; *ib.* 14,760, 14,761. Reduction of rates and fares should be contingent on increase of dividend, interests of companies and of public would then lie in the same direction; *ib.* 14,767–14,774. Any general reduction of fares would not be judicious; reductions must depend on local circumstances; *ib.* 14,798–14,801. People will only be induced to travel by very low fares; this should be done at certain seasons of the year, by excursion or special tickets. If matters are left to themselves there will be a large general increase of second and third class traffic without intervention of Parliament, and managers will make a reduction whenever they see their way to do so; *ib.* 14,804–14,808.

Argument in favour of a proportionate reduction of fare per mile as length of journey increases; *Harrison* 15,191–15,196. Local fares necessarily vary according to circumstances; cases (on North-eastern line) cited in proof. Companies are in their infancy yet as to knowledge of what will produce the largest remunerative amount of traffic; *ib.* 15,197–15,199. Effect of increase of fares felt much sooner than reduction; *ib.* 15,200, 15,201. Witness believes that a general gradual reduction of fares in populous districts is advantageous to companies as well as to public, but it must be done in a manner that will be really felt, and at the same time cautiously, as there is the greatest difficulty in raising them again after being reduced; *ib.* 15,202–15,207. North-eastern Company have raised fares again after reduction in but one instance; *ib.* 15,237. If Government tried experiment of reduction of fares on a large scale it must be between populous places at not too great a distance from each other, such, for instance, as Liverpool and Manchester; *ib.* 15,208–15,213. Extensive reduction of fares in agricultural districts would be attended with certain loss; *ib.* 15,209, 15,210. 15219. 15,225. Effect of wages of a district upon fares; *ib.* 15,214, 15,215. Fares would now be lower if Parliament had refused many of the speculative lines which have been sanctioned; *ib.* 15,327. Difficulty in persuading directors to reduce fares when line is not paying well; *ib.* 15,327. Instance of reduction of fares from fear of a competing line; *ib.* 15,331. Reduction of nearly 50 per cent. of fares on Brighton line, a few years since, reduced dividend at the time, but company is now fully recouped. This reduction has not prevented attempts for a competing line; *ib.* 15,332–15,335.

Fares in general are considerably below the Parliamentary maximum; *Huish* 15,884.

South-eastern Company charge on the whole about 20 or 25 per cent. below Parliamentary maximum. Fares to intermediate stations sometimes as much as (but never exceed) those to places beyond; *Eborall* 16,138–16,149. The best step towards reduction of rates and fares would be to get poor companies into a paying condition; *Sherriff* 16,412–16,414. Large companies (especially those which are doing well) are gradually reducing them. Reductions should be gradual; they do not pay at first; *ib.* 16,415–16,417.

Effect of competition has been to reduce fares generally; *Bidder* 16,759, 16,760. Fares on Ipswich line of Great Eastern are high; witness believes it would pay to reduce them; *ib.* 16,761, 16,762. Lower fares, especially for workmen, much needed; *ib.* 16,809, 16,810.

With present increasing expenses, witness does not see how fares can be reduced, but rather the reverse; *Gooch* 17,477–17,482. Believes it would be prejudicial to interests of companies; *ib.* 17,487. Fares have on the whole been reduced by competition; *ib.* 17,544–17,549.

Memorandum upon railway fares from Mr. John Patterson of Liverpool; *App.* Z. Particulars as to, on Irish railways; *App.* AW. Return of fares received by Londonderry and Coleraine Railway in 1861 to 1865, showing increase in 1865; *App.* BB. Letter from Mr. Oldham in respect to the through charges for passengers between England and Ireland; *App.* BD. Letter from Board of Trade as to the power of Parliament to revise railway rates and tolls; *App.* BM. Communications from Mr. Peter Roe on the results of lowering fares on the Newry, Warrenpoint, and Rostrevor Railway; *App.* CC. Comparison of the rates charged by English and continental railways for passengers; *App.* CN. Statement of fares on certain English railways; *App.* EE.

See also COMPENSATION FOR ACCIDENTS. DERRY AND COLERAINE RAILWAY. FOREIGN AND COLONIAL RAILWAYS. GOVERNMENT ASSISTANCE, &c. INSURANCE. INTERCHANGE OF TRAFFIC, 2. THIRD CLASS TRAFFIC.

RATES AND CHARGES, &c.—*cont.*

4. *Publication of Rates and Fares:*

Necessity for publication of rates; *Bagot* 6999; *Mathews* 10,545–10,576. Special rates should always be published; *Wooler* 9611. Inconvenience felt from want of publication of rates, and of notice of alterations; three months' notice ought always to be given; *Williams* 10,408–10,417. Present system is open to the exercise of favouritism; *ib.* 10,418–10,422. A month's notice of changes and thorough publicity of rates, (including differential rates where charged,) should always be given; this is not the case at present; *Mathews* 10,545–10,556. 10,559, 10,560. Publication is calculated to prevent favouritism; *ib.* 10,561–10,573. Although upon inquiry rates can generally be ascertained, their systematic and thorough publication would be a great protection; *ib.* 10,574–10,576. Anyone can obtain copies of rates on application; *Grierson* 11,855–11,859. Companies should publish the items of which each rate is made up; *Gibbs* 10,821. Rates should be published; *Brown* 11,204.

No necessity for an office (as has been suggested) for publication of rates in each district; from the frequent changes, regular publication would be very difficult; *Cawkwell* 11,593, 11,594. London and North-western Company always give a month's notice before raising rates; *ib.* 11,603–11,606. Rates (on Great Northern) are too numerous to be published, but are accessible to all who want to know them; *O'Brien* 12,300–12,302.

Lancashire and Yorkshire Company have about 2,000,000 of rates, and these are constantly changing; it is therefore impossible to publish them, and there is no reason for so doing. On inquiry they can be ascertained, except in very special cases; *Smithells* 13,115–13,120. 13,129. 13,132–13,133. Reason of number of rates being so great, and discussion as to desirability or not of simplifying them or reducing the number; *ib.* 13,130. 13,134–13,141. The number is likely to increase every year; *ib.* 13,142.

Impossibility of publishing rates in same way as canal and turnpike tolls were posted, unless they were uniform. Probable that when arrangements are completed for through booking, the rates and fares in Great Western books will amount to 5,000,000. A portion of rates has taken nearly two years to complete; large alterations made since book printed; *Grierson* 13,305, 13,306. 13,363, 13,364. 13,375–13,381. Parties desirous of learning rate could see the books. Any one can get it who applies; applicant would also be told that a reduction might be made if large quantity sent, otherwise he might charter a vessel and send it by sea. A person could obtain information as to rates at any station as to a particular station, but not generally; *ib.* 13,307–13,320. 13,333, 13,334. Would not tell people in London the Liverpool or South Wales rate. General publication of rates not necessary. Inconvenience to companies if Legislature gave power to examine books of rates; discussion as to whether public should not be able to see whether equal rates are imposed under similar circumstances; *ib.* 13,338–13,345. 13,347. 13,355–13,360. 13,582–13,585. Maximum rates could be published, but it would be of no practicable use to public. Compulsory upon company to put up toll boards; are now useless. Fares were published on Great Western line until they became so numerous; some of the old fares are published now to a small extent; *ib.* 13,348–13,355. Witness is aware that all fares and rates (which as a rule are unalterable) are published every three months; no difficulty in publishing them in England if unalterable; would be merely the expense; *ib.* 13,365–13,372.

Impossibility of publishing all rates, from their large number and the frequent alterations; public can always know what they are. In ordinary cases a month's notice of alterations always given; *Allport* 13,813–13,819. In France rates are published every three months; inconvenience of this, in interfering with making through arrangements; *ib.* 13,822–13,833. Parcels rates are published occasionally, but cannot be published continuously; *ib.* 13,423.

Speaking of coal, &c. on Stockton and Darlington railway, witness considers that it would be difficult to publish rates, but practically any one wishing to do so can know what they are; *MacNay* 14,089–14,096.

North Staffordshire Company give a month's notice of alteration of rates; *Morris* 14,236. Publication of rates unobjectionable, but impracticable. Information is readily given whenever asked for; *ib.* 14,237–14,243. Publication would not prevent private arrangements for special rates; *ib.* 14,244–14,246.

No objection to publication of terminal charges, but is impossible; *Hawkshaw* 14,481, 14,482.

RATES AND CHARGES, &c.—*cont.*

4. *Publication of Rates and Fares*—cont.

Impossibility of publishing rates under some circumstances; discussion of this point; no objection to publication, but the number is too great. In point of fact rates are perfectly well known; *Harrison* 15,154–15,164.

Urgent necessity for publication of all rates; rate books should be open for inspection at every station; *Cosgrove* 15,726–15,738. Terminals should also be published; *ib.* 15,744.

Arrangements in France as to obtaining sanction of minister and publication of rates witness thinks fetters business very much; *Eborall* 16,217.

Rates are so numerous and complicated that publication would be very expensive. If railways compelled to publish them, all other carriers must do the same. No objection to publication at each station rates applicable to that station; *Sherriff* 16,348, 16,349. 16,351–16,358. Publication of terminal charges impracticable; *ib.* 16,350, 16,351. Passenger fares also should be published at stations. Reasons why canal and shipping companies should publish their rates; *ib.* 16,377–16,382.

Rates should be published as far as possible, terminals being distinguished; *Bidder* 17,106–17,108.

Rates on Great Western are too voluminous to be published, but they can always be known by inquiry. To have the books open to public inspection would cause needless loss of time, and people would not like to pay a fee to compensate for it. No desire to conceal them, as all parties are put on same footing for same service, and real publication could easily be evaded by rebate or otherwise by any company wishing to do it; *Gooch* 17,451–17,458. Any reduction is always speedily known throughout district to which it applies; *ib.* 17,473–17,475.

5. *Rates of Carriage for Goods;*

Mileage rates for goods traffic to Liverpool greatly in excess of those to other places mentioned; *Clark* 3–8. 30, 31; *Patterson* 215–218. Explanations on this point; *Cawkwell* 11,402 *et seq.* Should be exclusive of terminal charges; *Clark* 107–109. Equal rates should be charged for equal services; *ib.* 141. 149; *Patterson* 365–374. 381; *Lawton* 1446. Rates should be fixed by Parliament for every town on the principle of so much per mile, and so much for terminal expenses, and there should be a tribunal of appeal for special cases; *Clark* 150–155. 175–181. 185–188. Equalization of rates; *ib.* 163–174. Interest on capital expended in construction of line, &c., should be included in mileage rate; *ib.* 182–184. Rates between Liverpool and Manchester would long since have been reduced, had not the Act of 1826 been evaded; a general reduction of rates by Parliament, witness considers, would not be any breach of faith; *ib.* 203–211. The corn trade of Liverpool have prepared a tariff which they think would be just to the companies and the public; *Patterson* 219–221. Evils of excessive rates; *ib.* 301, 302. Rates should be graduated according to distance; *ib.* 327. All railway companies should be compelled to conform to some reasonable standard, as in the case of passengers; *ib.* 349–352. Principles upon which uniform mileage rates should be founded; *ib.* 382–401. As to bearing of cost of construction in fixing rates; *ib.* 408. Instances of increase of rates; *Stead* 444. 451–454. Rates at Birmingham are high and unequal; instances; *Wright* 627–631. Statements made and table given in to disprove this; *Grierson* 11,941 *et seq.*; *Allport* 12,390 *et seq.* Occasional and unfair changes are made in rates and classification, &c.; *Wright* 632–644. To prevent combination, rates should be placed under the supervision of some independent board, and regulated by a graduated mileage rate; *ib.* 657–676. 688–707. 750. Reasons why unequal charges are made; *ib.* 677–687. 708–715. A reduction of rates would increase traffic; *ib.* 725–738. Uniform mileage rates should be compulsory over every complete railway, and, if practicable, throughout the country. There should be some body to whom an appeal would lie, to ensure carrying this out; this body might also have power to modify rates and terminal charges under special circumstances; *Sturge* 845–867. Statement to show that this witness's views are not in all cases reasonable or practicable; *Grierson* 11,959. Answer on the part of the Midland company; *Allport* 12,415 *et seq.* Companies might be allowed to reduce rates uniformly over their whole system; *Sturge* 868–873. Where two companies run between the same places, one line being longer than the other, the rates might be allowed to be the same; *ib.* 874–877. Equal mileage rates should be enforced throughout each railway system; *Atkinson* 896–909.

RATES AND CHARGES, &c.—*cont.*

5. Rates of Carriage for Goods—cont.

Companies should not be allowed to favour some places at the expense of others; *Lawton* 1446, 1447.

Reduction of, on German railways; *Mulvaney* 1119, 1120. Variable rates not generally allowed on German railways; *ib.* 1131–1138. Should be allowed, witness considers; *ib.* 1134. 1139. Are allowed in England and Ireland, to the advantage of the companies, and, in one instance named, in Germany; *ib.* 1219–1221. 1251–1260. Full train loads frequently a condition for low rates on German railways; *ib.* 1195–1197. Principles upon which coal rates are fixed in Germany; *ib.* 1261, 1262.

Great disparity in rates at Rochdale as compared with neighbouring places, causing considerable loss of trade; *Fletcher* 1385–1409; *Lawton* 1414–1428. 1447–1451. Rates to Rochdale 25 per cent. more than to Oldham; *ib.* 1429, 1430. 1433. 1442, 1443. Rates in Ireland are prohibitory of any development of traffic; *Forbes* 1458. They are in some cases higher than in England; *ib.* 1459. The rates for coal are double the English rates; *ib.* 1464. Higher rates charged by North-eastern Railway Company than are authorized by Act; *Oxlade* 1917–1922. Reply to this; *O'Brien* 12,061. Rates in Ireland are injuriously high; *Sullivan* 1944–1950. Decline of traffic in consequence; *ib.* 2019. Irish rates should be considerably reduced; *Mallet* 2243. Legislature should compel this, and guarantee any temporary loss; *ib.* 2250–2290. 2295, 2296. Reduction and uniformity of rates very desirable; *ib.* 2305–2307. Within the last two or three years the rates from Limerick for some goods have been increased 80 to 100 per cent.; traffic fallen off in consequence; *Tinsly* 2412. Rates from Dublin to Limerick less by canal than by railway; *ib.* 2492–2494. Rates from Limerick are too high; *Ryan* 2653, 2654. The custom of hucksters going through the country buying up produce would be altered if rates were reduced; freight cheaper from the Shannon by sea as compared with Waterford; *ib.* 2711–2733. Complaint at Bruree that coal traffic is encouraged at the expense of turf; *ib.* 2742. Individual instance of great inconvenience from high rates; *ib.* 2771. There would be an increase in the produce of the soil if the rates were lower; *ib.* 2781. Reduced rates in Ireland would increase traffic, but diminish profits; a cheap parcels rate tried on Great Southern and Western, but failed; *Longfield* 2796–2807. Question of reduction of rates much discussed by company; *ib.* 2834–2836. Traffic in corn and coal would be greatly developed by a reduction of rates; *ib.* 2854–2860. Irish Great Northern Company could not afford to reduce rates at present, though they are too high; *Earl of Lucan* 2955–2960. Quantity of goods carried would be doubled if rates reduced to 3*d.* per truck; *ib.* 3039. Timber comes direct by sea to Westport and Ballina; *ib.* 3045, 3046. A night train would secure a considerable fish traffic; *ib.* 3053–3058.

Rates on Belgian State railways are fixed more with a view to the public good than to profit; *Fassiaux* 3079–3081. A gradual reduction has been made, the results of which have been highly satisfactory; *ib.* 3097–3101. 3112–3115.

High rates depress the fish trade of Ireland; *Brady* 3195. Reduction of rates would increase quantity of fish sent from Sligo and Ballina; *ib.* 3292. Irish Fishery Commissioners state that moderate rates, especially for small parcels of fish, and quick transit, would benefit the trade, but that in 1855 the rates were increased from Cork to Dublin; *ib.* 3308, 3309. 3315. Reduction in freight would increase consumption of fish; *ib.* 3333. Changes in rates are left pretty much in the hands of traffic managers; *Malcolmson* 3461, 3462. If rates reduced, a permanent falling off of receipts will result; *ib.* 3587. If rates on corn and hay from Limerick were reduced, much that now goes round by sea would be sent by rail; *Cooper* 3717. Unequal rates on turf and parcels; *ib.* 3744–3747. If rates were lower there would be more cattle traffic; *Hemans* 3817; if reduced one-half there would be a temporary loss, but probably in five or six years present net revenue would be realised; *ib.* 3819–3822. Amalgamation, with protection from monopoly, and a large reduction in the rates, would be popular with shippers of goods and cattle; how temporary loss could be met; barony rate could not be put on; illustration; *ib.* 3861–3869. 3871–3874. 3899–3902. Although landowners and agriculturists derive great advantage from railways, they would not agree to bear temporary loss; general feeling that it should be borne by the United Kingdom; under such an arrangement Great Britain would pay nine-tenths; *ib.* 3870. 3875–3884. Witness has not estimated the effect of reducing rates 50 per cent.; thinks traffic would come gradually; at the end of ten years the loss would probably recoup itself; *ib.* 3903–3911. Low charges will tend to gradual establishment of manufactories in Ireland, though merely as an agricultural country it would pay to reduce rates; *ib.* 3917, 3918. Mills and manufactories would be established in Ireland if rates were reduced; *ib.* 3933.

In Ireland rates are nearly uniform; *Ennis* 4027. Rates on Grand Canal lower than on railways; *ib.* 4165. Witness some time ago agreed to take ironstone at exceptionally low rates, but in consequence of difficulty in getting it to railway, it was not sent; has had no other application for special rates; *ib.* 4198–4203. If low rates were tried, it must be done at expense of shareholders; *ib.* 4212. Reduction of rates will stimulate the industry of any country; *Bidder* 4232. Wherever low rates are introduced a fresh source of traffic springs up; *ib.* 4330. Whether traffic be at high or low rates it is made up by quantity, and comes to this, that the normal earnings of a railway are 5*s.* a train mile, and normal expenses 2*s.* 6*d.*; *ib.* 4330–4333.

Rates vary considerably on Irish Great Southern and Western; *Haughton* 4577–4579. 4666–4669. Reduction of rates in Ireland would increase traffic but diminish profits; *Cawkwell* 5146, 5147. Reduction of rates on Irish railways would entail permanent loss; *Dargan* 5457–5459. 5483. Rates on Wicklow line; classification same on all Irish railways; rates for minerals, including loading, unloading, haulage, &c., under 1*d.* a mile; *ib.* 5460–5467. 5622. 5631–5636. Witness would make an uniform charge per mile, and allow a terminal charge that would regulate it; there should be a higher rate per mile for a short than for a long distance; *ib.* 5688–5699. Would have a fixed terminal charge at a particular place; cartage and labour should be separate. Terminals include only loading and unloading at stations. Should be a maximum rate for terminals. Would allow companies to carry any particular description of traffic at any rate they pleased, but they should not carry between same places at different rates for different persons. Not fair to carry at a less mileage rate into one district than over line generally. A discount might be allowed for quantity. If all railways were in the hands of one company Board of Trade should prescribe and equalize rates. Special rates could not be prohibited. All rates should be published; *ib.* 5700–5718. If railways in hands of one company, and they found upon one part of their system they could get traffic at 1*d.* per mile, whilst upon another it could not be got if they charged more than a halfpenny, they should be left free to act, provided they did not exceed maximum, and treated all alike; *ib.* 5719, 5720. System of discounts places small traders at a disadvantage; allows a differential rate upon a single waggon, so that it does not affect the poor man so much as it did; *ib.* 5721–5724.

Increase of net receipts from gradual reduction of rates; *Roe* 5748. 5805. Trade prevented by high rates; *ib.* 5804. Rates excessive, especially in west and north-west; *ib.* 5854–5860. In some instances prohibitory; *ib.* 5861–5863. Injury of high rates to internal traffic; quantities of goods sent by road that would go by rail if rates were reasonable; case in point; *ib.* 5863–5870. 5884–5889. Rates should not be reduced without prospect of a large increase of traffic; *Grierson* 5932–5934. Large increase in coal traffic on Great Western line since reduction of rates; *ib.* 6001–6004. Some little traffic by road in Ireland still, but for short distances only, the lowering of rates having brought nearly all to the railways; on very short distances road cheaper than rail, terminal expenses being heavy and labour cheap; *Lanyon* 6216–6225. Rates should be low enough to put down all road traffic for distances exceeding 25 or 30 miles; *ib.* 6227, 6228. Reduction of rates would bring considerable traffic off the road, and cause a general increase; *Jones* 6500–6506. Rates to Omagh less from Liverpool than from Dublin; *Macfarlane* 6534, 6535. Instance of prohibitory rates; *ib.* 6546.

With better through arrangements and reduction of rates between Galway and Belfast, traffic might be trebled; *Meldon* 6736–6741. Reduction of rates and fares necessary for development of commerce of Ireland; *Boileau* 6804; *Perry, H. R.* 6828. Rates in Ireland very unequal; governed by no system; table of rates introduced; *ib.* 6856–6859. Great reduction necessary in Ireland; would pay in a year or two; *Parker* 6865. Necessity for reduction and equalization of rates in Ireland; *Bewlay* 6924–6930. The greater the reduction the

greater will be the success; *ib.* 6989. High and unequal rates in Ireland, affecting especially the Dublin trade; necessity for published tariffs; high rates for parcels; want of correspondence in trains; *Bagot* 6994–7001. Instance of inequalities; *ib.* 7001–7011. 7018–7021. Some rates recently raised at Dublin; *ib.* 7020–7025. Further instances of unequal rates; goods sent greater distances by sea for lower rates; *ib.* 7032–7039. Reduction of rates on goods in Ireland desirable, but not so necessary as reduction of passenger fares; *Pim* 7052. 7062. Goods are taken to various parts of Ireland from England more cheaply than from Dublin, in consequence of high rates; *Barrington* 7131–7147. Very desirable to reduce rates on coal to ½*d.* a ton; *ib.* 7221–7240. Recent increase of parcels rates on Irish Northern Counties line; *Macauley* 7304.

The receipts on goods traffic in the United Kingdom amounted in 1864 to 18,331,524*l.*; *Galt* 7377. Rates vary, but are altogether too high; average about 1*s.* 4*d.* per mile for 100 tons; *ib.* 7378–7381. Should be reduced, but reduction should be entirely in proportion to increase of traffic which it might be expected to produce; *ib.* 7389, 7390. 7396. 7471–7475. Reduction would be a benefit to the country; *ib.* 7476.

Unfair and unequal rates charged by Midland Railway Company at Derby, prejudicially affecting to a great extent the trade of that place; *Cox* 8578–8589; *Renals* 8684 *et seq.*; *Nicholson* 8796–8798; *Wheeldon* 8863. Number of instances cited, and comparisons with other places given; *ib.* 8864 *et seq.* Inequality of rates as between one place and another, as well as between one class of goods and another; *Cox* 8586. Under some circumstances inequalities may be justifiable, but not in the case under consideration; *ib.* 8590–8595. Instances of inequalities; *ib.* 8579, 8582–8585. 8595, 8604. Answer to these statements on the part of the Midland company; *Allport* 12,449 *et seq.* By a change in charges witness thinks companies might obtain a better profit; *Cox* 8596–8598. Would like to see an equal mileage rate; *ib.* 8599–8603; but cannot quite say how it is to be accomplished, as, if a rate were fixed by Act of Parliament, and a company chose to go below it, they could scarcely be prevented doing so; *ib.* 8626–8631; *Nicholson* 8823. 8832. Argument in favour of a uniform mileage rate; *ib.* 8799–8812. 8815, 8816. 8821; *Nicks* 9008–9011. Cases where it might not be just; *Nicholson* 8813, 8814. If, after a uniform mileage rate had been established, powers were sought to make a line through a difficult country, a higher rate might reasonably be asked; *ib.* 8817–8820. Rates at present inserted in Acts of Parliament unsatisfactory; *ib.* 8824–8831. Rates should be levied simply by weight; *ib.* 8837–8847. Desirability of an equal mileage rate; *Wheeldon* 8875–8878. Classification should be altered to equalize them, at least for heavy goods; *Cox* 8655–8664. Cannot say how railway companies would be affected by such a change; *ib.* 8604. Does not complain that the variations at Derby are caused by favouritism; *ib.* 8614–8622. 16*s.* 8*d.* per ton, exclusive of cartage, &c. is charged for conveying lead 16 miles; witness cannot say whether this is more than the Act allows; *ib.* 8632–8642. The charge from Matlock to London (passing through Derby) is less than from Matlock to Derby; *ib.* 8643–8645. This is caused by water competition, brought about by high charges; *ib.* 8647–8653. Suggestion that companies should divide the merchandise into but two classes, and should charge on the first 1½*d.* per ton per mile, with 5*s.* for terminal expenses, and on the second 2*d.* and 7*s.*; *Renals* 8701–8710. Discussion as to limit of rates by Act of Parliament; *ib.* 8716–8737. Unequal pressure of rates on carriage of ribbons, from mode of packing which manufacturers are compelled to adopt; *Nicholson* 8781–8795. Answer to this; *Allport* 12,492, 12,493. Unequal rates on Staffordshire line; *Wheeldon* 8903. Instance of Midland Railway Company raising rates without any notice; *ib.* 8922.

Unfair and anomalous rates from improper classification of goods; *Smith* 9050 *et seq.* Rates charged at Lincoln are excessive as compared with other places named; *ib.* 9111–9116. Between Lincolnshire and the manufacturing districts the rates are excessive, and are not based on any fixed principle; *Gentel* 9176 *et seq.* Argument in favour of uniformity of rates; *ib.* 9263–9273. Answer to Mr. Smith's and Mr. Gentel's complaints; *Clarke* 12,555 *et seq.*

Railway Acts for some years past have contained a clause subjecting rates and tolls to future general revision; *Lees* 9493–9500. 9540–9548. Discussion as to Parliament acting upon this, and reducing them; *ib.* 9532–9539. Complaints from Nottingham of unequal rates charged by Midland Company; *Hutchinson* 9723–9756. Witness suggests as a remedy for present inequalities the adoption of a mileage rate with exceptions to meet particular cases; *ib.* 9809–9816.

Companies carry at a loss, hoping to secure a monopoly and raise rates; *Wilson* 10,025–10,034.

Complaint of inequalities and anomalies in rates in iron districts of Staffordshire; *Williams* 10,115–10,121; *Mathews* 10,450 *et seq.* Instances of similar rates charged for different distances; *Williams* 10,122–10,128. 10,265. Companies who carry for witness always give notice of any intended change in rates; *ib.* 10,146–10,148. Witness advocates a uniform mileage rate, on which calculations could be based, exclusive of terminal charges; where more than one route, rate should be based on the shortest; *ib.* 10,231. 10,245–10,248. Desirability of a uniform mileage rate; principles upon which it should be founded; *ib.* 10,284–10,303; *Mathews* 10,452. It should be uniform over each complete system; witness does not think that companies being obliged to reduce on the whole system, if at all, would discourage reductions; *Williams* 10,319–10,328; *Mathews* 10,498–10,517. Would like to see all the railways in the kingdom worked as one system, and a uniform mileage rate, much lower than the present average, adopted over the whole; *Williams* 10,329–10,338. An Act should be passed fixing maximum, &c., and a Rates Board established in connexion with the Board of Trade to carry it out. Good notice of intended alterations should be given, in view of parties making or holding contracts; *ib.* 10,342–10,352. A month's notice of alteration is given by Great Western Railway Company; *Grierson* 11,844. Rate should apply to all new railways; board should have no power to increase rates; *Williams* 10,353–10,357. Objection to special rates for large customers; *Mathews* 10,557, 10,558. Rates should be alike to all; *Williams* 10,423, 10,424. Board suggested above should have power (within the Act) to settle questions of rates summarily without recourse to law; *ib.* 10,425–10,429. Appeal to present tribunals is so expensive that the least injury is to put up with the first damage. Advantage of suggested Board is that it would be already in possession of the special knowledge, which it costs so much for present courts to acquire in each particular case; *ib.* 10,430–10,440. Such a tribunal unnecessary; present courts sufficient; *Smithells* 13,090–13,095. Statements on behalf of North Staffordshire Company in answer to Mr. Mathews' complaints; *Morris* 14,117 *et seq.*

Low rates from Middlesborough iron district through water competition; *Williams* 10,248–10,264; and from Cardiff through competition between railway companies; *ib.* 10,266–10,273. Witness thinks that coal is (or could be) carried at ½*d.* per ton per mile; *ib.* 10,311–10,318. Exception taken to this statement; *Grierson* 11,843.

Railway companies having monopolized the carrying of the country, equal facilities should be given to all; present inequalities should be removed, and uniform rates enforced. Witness is not prepared to define precisely to what extent uniformity should be carried, but thinks it is for the Commission to propose and Government to carry out what may be necessary; *Mathews* 10,522–10,538. In the case of amalgamations, the lesser branch should adopt the rates of the greater; the lowest are now generally adopted; *ib.* 10,541–10,544. Instances of advantages of competition in keeping rates down; even after competing companies have combined, the rates have been lower than they would have been but for the competition; *ib.* 10,577–10,586. Terminal charges should be separated from mileage rate; no difficulty in classifying terminal charges; *ib.* 10,588–10,601.

Complaint of present classification, by which iron castings are placed at a great disadvantage; should be carried at same rates as rolled or forged iron. Classification should be modified to meet case of freighters not insuring, as the insurance rate charged is excessive; this arrangement would save litigation. Board of Trade should make out classification, and it should be finally fixed by law; *Perry, T.* 10,605–10,632. To carry out these views would entail great loss on railway companies; *Grierson* 11,866, 11,867.

Complaint from Wolverhampton of injury to hardware trade from unequal rates and improper classification; *Walker* 10,637 *et seq.* Statement in reply; *Grierson* 11,868. 11,879.

Witness has been requested to represent views of Wolverhampton Chamber of Commerce, of which he is

RATES AND CHARGES, &c.—*cont.*

5. Rates of Carriage for Goods—cont.

secretary; *Gibbs* 10,791. Hands in resolutions of Chamber respecting unfair and unequal rates; *ib.* 10,748. Instances of such rates discussed; *ib.* 10,749–10,759. As near an approximation to a mileage rate as possible desirable; *ib.* 10,760–10,763. Companies should publish the items of which each rate is made up, showing mileage rate, terminal charge, &c. separately; *ib.* 10,819–10,826. Objection to practice of companies carrying at a loss in one district and making it up by exorbitant charges in another; they should not carry at a loss, even for the sake of developing traffic; *ib.* 10,761–10,771. Witness believes companies carry at a loss to destroy sea competition; *ib.* 10,772–10,779. Parliament having practically granted to railway companies a monopoly of the carrying trade, should enforce better terms for the public, either by fixing a lower maximum and also perhaps a minimum,—in fact, more equal rates,—or by some other means; *ib.* 10,780–10,794. There should be but a small margin between highest and lowest charge; *ib.* 10,837–10,845. As to how maximum should be fixed; *ib.* 10,795, 10,796. 10,800–10,803. Differential rates should not be allowed as between different parties, but only according to quantities carried; *ib.* 10,797–10,799. Traders cannot get a station to station rate, and collect and deliver their own goods; companies allow a rebate if goods are brought to them, but insist on keeping delivery in their own hands; *ib.* 10,804–10,809. Complaint that low rates are given in one case and withheld in others; wherever the same work is done, the same charge should be made; *ib.* 10,828–10,836. Argument to show that rates should be as low as is consistent with a profit; *ib.* 10,848–10,851. Lower rates would increase business of railways, and might possibly increase production of the country; *ib.* 10,852–10,858. Reduction in the price of any commodity is always followed by increased consumption; *ib.* 10,867–10,869.

Complaint by witness (who is proprietor of Stoke Salt Works, Worcestershire,) of heavy rates to London compared with those from salt works in Cheshire; rates should be in accordance with distance; *Corbett* 10,873–10,875. 10,881, 10,882. 10,922, 10,923. 10,937–10,943. Observations in answer to this, and table of salt rates given in; *Grierson* 11,895 *et seq.* Inconvenience from absence of through rates, and desirability of uniformity in rates; *Corbett* 10,900–10,902. Discussion of probable effects of a uniform mileage rate on salt trade; *ib.* 10,932–10,935. Probable reasons for variations in rates; *ib.* 10,945. Rates quoted by witness do not include cartage; *ib.* 10,953. Further discussion of question of a uniform mileage rate; *ib.* 10,966 *et seq.*

Witness advocates a uniform mileage rate; at present coals are brought many miles further than his at same price, which he considers unfair; *Brown* 11,212–11,219. From refusal of companies to grant a through rate, witness is compelled to pay two local rates; *ib.* 11,220–11,227. In rates fixed by Parliament, maximum for mileage, risk of carriage, loading, unloading, station accommodation, &c., should each be separately defined; *ib.* 11,230–11,235. Where two routes between same places, charge for both should be on shortest mileage; *ib.* 11,237–11,239. Companies should be allowed a minimum charge on short distances; *ib.* 11,241–11,243.

High rates charged by North Staffordshire Railway Company in comparison with those to other districts. Tables of rates given in, and explanations of railway company quoted, but witness thinks these unsatisfactory, rates appearing to be considerably in excess of those allowed by Act; at present public have no guarantee against any charges companies choose to make, as they can run them up to any amount they think proper by the addition of heavy terminals; necessity for proper regulation of the latter. Instances given in proof; *Hollins* 11,275–11,287. Explanatory table furnished by company given in, which would appear to show that terminal charges remain the same, whilst the haulage rate on similar distances varies greatly; inconvenience resulting from the uncertainty thus brought about; *ib.* 11,293–11,296. Witness would abolish terminal charges and levy a mileage rate that would cover them, or compel through booking and limit the terminals; *ib.* 11,297–11,302. When companies carry at a certain rate between two places, they should not be allowed to charge more than that rate between one of those places and an intermediate place; *ib.* 11,307–11,311. Statements on behalf of North Staffordshire Company in answer to Mr. Hollins's complaints; *Morris* 14,135 *et seq.*

Witness considers that a mileage rate would shut out competition; *Cawkwell* 11,416. London and North-western Company always give a month's notice before raising rates; *ib.* 11,603–11,606. Alterations in rates are always authorized by or reported to directors; *ib.* 11,611–11,613. Uniformity in rates is impracticable where the traffic is large; *ib.* 11,634, 11,635. Uniform mileage rates undesirable; public would suffer from them; case of coals quoted in proof; *ib.* 11,637–11,639. 11,656. Compulsory interference with rates would very much disturb arrangements for working lines at fixed rentals, and would prevent companies making reductions to encourage traffic in districts requiring them; *ib.* 11,681–11,683.

Before introduction of railways, Manchester packs were charged 6*l.* per ton from London to Bristol, with 1*l.* additional for collection and delivery. The present railway rate is 30*s.* per ton, including collection and delivery; *Grierson* 11,955.

Argument to show the impracticability and inexpediency of a uniform mileage rate, and history of nine attempts in Parliament to force it on North-eastern system, each of which was rejected; *O'Brien* 11,969. Further argument of this subject, and statement to the effect that if the principle be adopted it will destroy a very large portion of the traffic of the kingdom, and will prevent the quotation of low rates in cases where it is the interest of all parties to adopt them; *ib.* 11,970. Rates are not determined upon length of route or cost of line, but upon purely commercial principles; *ib.* 11,971–11,974. Discussion as to what constitutes a "remunerative" rate; *ib.* 11,975–11,978. Particulars of matters which govern coal rates; *ib.* 12,003–12,014. Uniform mileage rates would give a monopoly, to the injury of others and of the consumer; *ib.* 12,028–12,032. Not desirable that companies should lay down a scale of terminals and a mileage rate in order to simplify rates; *ib.* 12,303–12,306. So long as rates are kept within parliamentary maximum, no town has a right to complain because another gets a lower rate, object of company being in each case to make a profit; *Allport* 12,379–12,384. Midland Company fix their rates as a gross charge, varying according to circumstances, not according to mileage; *ib.* 13,737–13,741. 13,745. Objection to a uniform mileage rate; it would considerably damage companies; unfairness of many of the complaints is that whilst people are very well satisfied with low rates for long distances, they want same scale for short runs; *ib.* 13,748–13,750. Advantage to themselves and the public of companies having power to charge differential rates; *ib.* 13,751–13,753. A uniform charge would be the most fatal thing to the traffic of this country that could occur; case of coals quoted in proof; *ib.* 13,755–13,760. A month's notice given of alterations in rates; *ib.* 13,819.

Uniform mileage rates impracticable; *Clarke* 12,796. One effect would be to destroy competition with water conveyance; *ib.* 12,797–12,800. Other practical inconveniences. No such demand has ever been made upon Great Northern Company; *ib.* 12,801, 12,802. The French system of making a distinction between the slow and fast traffic could not be adopted here, it would stop the traffic altogether; *ib.* 12,875–12,877.

Witness does not believe that companies carry goods at rates which do not pay, and make up on passenger fares; *Smithells* 13,015. Reasons why companies sometimes carry at unremunerative rates; *ib.* 13,015–13,027. If a uniform mileage rate were adopted on one railway, it must be on all; objection to it, that it would drive all the traffic on to the shortest lines, except the distance were reckoned as the crow flies, but this is what is practically done now. Discussion of this point; *ib.* 13,036, 13,037. 13,039–13,047. 13,052–13,069. This view stated somewhat at length; *ib.* 13,038. Upwards of 2,000,000 of rates on Lancashire and Yorkshire railway: number likely still to increase; *ib.* 13,115–13,149.

With reference to recommendation that a uniform mileage rate should be first tried on some one railway, witness explains that if the Great Western Company were compelled to adopt it, the effect would practically be the same as making it compulsory upon all companies in the country, or competition would cease; if mileage rate uniform, passengers and goods would go by shortest route; if same company had two lines of different lengths between same points they would not be able to use the longer as a relief line; *Grierson* 13,254–13,266. As to suggestion that there should be a uniform rate per mile over the whole country, witness states that if this were brought about, either by Parliamentary enactment, or as just stated, it would be prejudicial to trade in various ways, unless it were made in many cases unnecessarily

low, and then it would seriously injure railway companies; manner in which it would affect iron trade, conveyance of emigrants and other passengers from London to Falmouth, and lines passing through agricultural districts. If a Government board had power to interfere with tolls of a company which had voluntarily reduced any of their rates, such interference would discourage any further reduction being made, although so doing would benefit the company and the public. Reasons for charging a higher rate where consumption is small; *ib.* 13,267–13,272. 13,287–13,289. 13,291. Thinks low rates in agricultural districts would not develop resources or increase trade of country. If salt were carried at half present price it would not increase quantity, and if same rates were charged to London for shipment as for local consumption, then it might stop trade altogether. It is necessary to charge a rate which traffic will bear, so that the article can be sold at such a price as will enable it to compete with same article from any other place. Ground upon which witness thinks he is entitled to take into consideration use to which article is to be applied. Is of opinion that companies are entitled to charge maximum rates where they can get them, and reduce where they cannot; *ib.* 13,273–13,286. 13,346. Goods manager decides upon special rate if trade small; if large, the question would come before the board. Revision of rates a continual business, and occupies a great part of general manager's time. Principal grounds of revision; *ib.* 13,361, 13,362. 13,365–13,367. Number of rates in force in England must be 50 times greater than those in France. Believes that a uniform mileage rate is adopted in France; *ib.* 13,373, 13,374. If there were uniform rates and terminals a court of appeal would be unnecessary. If court of appeal had power to compel companies to charge rates, irrespective of powers which have been given to them by Parliament, their decision might be most prejudicial to railway companies. Quotes answers of some of the witnesses showing their different views as to proper mode of fixing rates, and states how the public interests are now protected; *ib.* 13,390. Witness, believing the Commission desired the information, has had prepared, and hands in, the following tables:—"Rates, London and Birmingham, by canal in "1836, by railways and canal in 1842, and by railway in "1866;" also, "Rates, London and Manchester, by "quick vans in 1838–4, by canal in 1834, by railways in "1840 and 1866;" also, "Rates, Birmingham and Man-"chester, by canal in 1836, by railways and canal in "1842, and by railways in 1866;" and also "Rates, "South Staffordshire and Liverpool, by canal in 1831, "and railways in 1866." These show that in no case are the present rates so high as formerly; instance; *ib.* 13,554–13,558.

Complaint from Bristol Chamber of Commerce, and from Bath, of unfair and unequal rates charged on timber, rice, carriages, &c. by Great Western and Bristol and Exeter companies, especially as compared with Newport; *Low* 13,882. 13,919–13,929. Information as to the timber trade, and discussion of a Table of Rates given in; *ib.* 13,883–13,893. Rate on rice was advanced from 9*s.* 11*d.* to 17*s.* 8*d.* per ton; *ib.* 13,936. Remedy suggested (if it be not illegal), that Board of Trade should have some control over railways generally, and should have power periodically to revise rates, and that the public should be able to appeal to it; *ib.* 13,894. 13,906, 13,907. Discussion as to powers of companies to vary rates; *ib.* 13,895–13,905. Witness believes that a reduction of charges is more likely to increase than to reduce dividends; *ib.* 13,929–13,931.

Various particulars as to coal and coke rates on Stockton and Darlington railway; *MacNay* 13,994 *et seq.*

Impracticability of a uniform mileage rate; would deprive public of much of present competition; *Morris* 14,156. 14,197. Discussion of uniform mileage rate, measured as the crow flies; *ib.* 14,202–14,207. Would be completely prohibitory of some traffic; *ib.* 14,197–14,200. Many circuitous lines have been made to avoid expense of going direct through a difficult country, but where companies have adopted the latter course, witness thinks they are clearly entitled to a higher charge. There are numerous instances of special tolls authorized in consideration of circumstances of construction of line; *ib.* 14,211–14,225. North Staffordshire Company charge rates which they think will best develop district and give largest profit; *ib.* 14,226, 14,227. Tables of rates on pottery ware given in; *ib.* 14,310. 14,320.

Witness does not think that companies make a different charge under similar circumstances; *Hawkshaw*

14,402. In some cases it may be for the public benefit that charges should be lower in one direction than another; *ib.* 14,404. Witness does not see that public interests can suffer by companies making unequal charges to get traffic they could not otherwise obtain; *ib.* 14,406. Railway charges should no more be restricted by Legislature than charges on ordinary merchandise; *ib.* 14,408–14,410. Object of companies is to secure the largest possible income, and they should be allowed to charge any rates within maximum which they think will accomplish this; *ib.* 14,411. Attempts to make companies charge less per mile between A. and B. than between B. and C. mischievous; *ib.* 14,412. Companies are compelled by law to carry for long distances at lower rates than for shorter; *ib.* 14,421, 14,422. Speaking generally, interests of public and of companies coincide in respect to charges; *ib.* 14,423–14,425. The "variable distance" clauses would to some extent justify certain unequal charges quoted. Difference in coal rates according to distance carried is greater than in those just referred to; *ib.* 14,446–14,449. Companies are reducing rates as well as they are able; *ib.* 14,551, 14,552. Witness does not think that maximum rates are of the slightest use; minimum rates would be more absurd still; rate clauses might be struck out altogether; *ib.* 14,648–14,653.

In France a different charge is made when goods are carried by passenger trains; no comparison can be fairly made between their rates and ours; *Stewart* 14,706–14,710. Witness advocated revision of rates on London and North-western irrespective of existence of competing lines, but would never advise a uniform mileage rate; *ib.* 14,748–14,754. Reductions in charges should be contingent on increase of dividends, interests of companies and of public would then lie in same direction; *ib.* 14,767–14,774. Traffic which will bear high rates is very limited; the coarser descriptions of merchandise offer the only field for development; *ib.* 14,796. Argument against uniform mileage rates; *ib.* 14,893–14,899. No injustice in one port having a lower mileage rate than another; *ib.* 14,896.

Equal charges "under similar circumstances" desirable in the abstract, but it is difficult to determine what is strictly meant by above phrase; the rule must however be frequently considerably relaxed. The North-eastern Company find it necessary in many instances to charge the same gross rate on coals for different distances, otherwise the more remote collieries would be practically excluded from the market; *Harrison* 15,130–15,133. They also adopt a similar rule with respect to goods; *ib.* 15,168. Owners of the nearer collieries complain of this, and sometimes threaten, but have never tested its legality in a court of law; witness considers it perfectly equitable; *ib.* 15,134–15,136. North-eastern Company's rate for coals inland varies according to circumstances. Rates must frequently be determined by amount which traffic will bear; this plan is the most advantageous to companies and to public; case given in proof. It sometimes, in fact, pays to do one business at a losing rate to develop another; *ib.* 15,137–15,141. In the case of a similar article used for very different purposes, it is not unfair to make a different charge; *ib.* 15,141–15,145. No alteration of the law as to equal charges necessary; *ib.* 15,147. Witness does not advocate companies carrying at prime cost unless with the prospect of bringing a large accession of traffic; *ib.* 15,148–15,151. A rigid equal mileage rate would entirely stop some traffic; *ib.* 15,151. Justification of North-eastern Company's course with respect to rates to Hull as compared with other ports; *ib.* 15,169 *et seq.* Uniform mileage rates would stop nine-tenths of the traffic of the country; *ib.* 15,185. Further defence of system of inequality of charges between places at different distances; *ib.* 15,191. Cattle rates, witness believes, are generally satisfactory; *ib.* 15,220. Difficulty in persuading directors to reduce rates when line is not paying well; *ib.* 15,327.

Frequent difficulty in ascertaining what charges can legally be made. Companies often take advantage of this, and, by adding together items for use of waggons, haulage, and terminal expenses, make up an exorbitant charge. Case in point. Objection to dues for sidings; it would be as unreasonable to charge passengers for use of platform. Sidings are provided for convenience of companies, not of traders. Companies presume upon the present uncertainty of the law, and it is useless to bring an action; *Wragge* 15,415. Witness thinks these practices are general with companies, and believes them to be illegal; *ib.* 15,416–15,421. Particulars of the case above

RATES AND CHARGES, &c.—*cont.*

5. Rates of Carriage for Goods—cont.

referred to, in which, under the six-mile clause, bricks were charged 1*s.* 1½*d.* per ton on three-quarters of a mile, being in witness's opinion more than double the legal charge; *ib.* 15,422–15,433. Charges originally made up of separate items, because Legislature contemplated traders sometimes finding their own locomotive power. Companies say that they are or are not common carriers, according as it suits their purpose. Witness's complaint is of the uncertainty in the interpretation of the law; *ib.* 15,434–15,443. Law should be altered so that trader could know at once whether company could exercise option of acting as carriers or not; *ib.* 15,461, 15,462. Publication would not meet the case; charges should be clearly defined by a General Act. Inconvenience and loss to traders from not being able to ascertain charges readily and with certainty. A uniform maximum mileage rate should be adopted throughout the kingdom; *ib.* 15,444. 15,458. 15,475. Argument to show that maximum charges for similar services should be applicable to all railway companies; *ib.* 15,491. Discussion of the latter point. Charges should not be higher because of cost of line; cost may be considered before, but not after construction; *ib.* 15,445–15,460. Further statement of difficulty in ascertaining what charges companies will make, and whether legal; *ib.* 15,481, 15,482. 15,492–15,498. Witness entertains a strong opinion that companies do break the law by exceeding the maximum; *ib.* 15,499–15,501. Witness is prepared to support his statement that companies "consider how much they can pro-"bably 'get' out of the trader, and defer to the occur-"rence of a future possible but improbable dispute the "items by which they make up the amount of the charge." In some instances, witness is sure that managers "never "trouble themselves about Acts of Parliament or legal "powers at all," but charge what they think they can get without raising a disturbance. In some cases of dispute companies have been unable to state items of charge; *ib.* 15,531–15,534. Sometimes companies have great difficulty in obtaining their money from traders who are allowed credit; *ib.* 15,535.

Suggestion of a tribunal of appeal (somewhat analogous to Poor Law Board or Committee of Council on Education,) to save expense of going to law, but from which companies should have an appeal to a higher court; *Wragge* 15,467–15,472. Or authority might be given for appointing an arbitrator who should decide upon legality of charges; *ib.* 15,473–15,480. From uncertain state of the law there is great difficulty in getting a satisfactory decision in County Court; *ib.* 15,477. Present ordinary tribunals so expensive that a trader of small means is practically without redress. Instances of annoyance by companies to traders who had offended them, where to have gone to law would have caused great loss and inconvenience, and the result would at best have been doubtful; precedents are very conflicting and uncertain; *ib.* 15,507–15,522. If law were clear, it might take away necessity for a new tribunal. County Courts are satisfactory and inexpensive, but witness thinks that companies would generally appeal from their decisions when adverse; traders would probably accept their decisions as final if companies would do so, provided rates and charges were clearly laid down in Acts; *ib.* 15,523–15,530.

Alleged instance of an exorbitant rate on coals charged by Great Western Company at Wolverhampton; *Lancaster* 15,563–15,590. Coal rates on North-western system limited to ¾*d.* per ton per mile; *ib.* 15,591–15,597. Present short distance rates satisfactory; *ib.* 15,606. If charges were made uniform (as witness desires), doubtless changes might still be found necessary, but railways being now better understood it is pretty well known what rates will pay; *ib.* 15,611–15,615. Necessity for uniform maximum rates on coal for the whole country, including terminals, in order that traders may know that they cannot be charged beyond a certain sum; *ib.* 15,669–15,773.

Account of alleged unequal and unfair rates charged to brewers of Burton-on-Trent. Large number of cases cited, and comparisons made with rates in other parts; *Cosgrove* 15,676 *et seq.* [*For account in detail, see* COSGROVE.] If uniform mileage rates over all the lines impossible, witness would like to see the nine best railways amalgamated and subject to Government control, and a uniform maximum rate adopted; *ib.* 15,791–15,801.

Rates in general are considerably below the parliamentary maximum; *Huish* 15,884. Uniformity of rates is destructive of competition; *ib.* 15,924. Policy of companies has been to fight one port against another,—to carry to ports at different distances for same rate, which could not be done if equal mileage rate were adopted; Liverpool has always considered this a great grievance; *ib.* 15,925–15,928.

Equal mileage rates would be a great injustice; would annihilate the bulk of the long distance traffic. Must be applied to canals and all other means of conveyance if to railways; *Sherriff* 16,258–16,260. 16,299. Tolls on canals are tolerably uniform, but not so much so as on railways. Canals more resembling highways, people carrying on them cannot be bound to certain charges as railway companies can. Short distance rates are generally higher in proportion than long distance, but they must depend upon circumstances; *ib.* 16,261–16,269. Has strong objections to equal mileage rates for parcels; *ib.* 16,270–16,275. Examples given to show that competition would be destroyed, and that other evils would arise from equal mileage rates. No one is damaged by 40 or 50 miles being charged the maximum, and longer distances less in proportion. Witness, who has had long practical experience in the management of railways and as a trader, believes that though there are anomalies and some hardships, the present system is the only practicable one, and that, though traders in one district may complain of rates in another, equality of treatment is the invariable rule; *ib.* 16,276–16,283. Present system enables traders from different districts to compete with each other in a particular market; striking instance in witness's own business; this would be prevented by uniformity in rates; *ib.* 16,284, 16,285. Railway companies are the most fit to judge impartially what rates will best develop a district. Arbitration would cause continual interruptions, and would lead to more evils than it would cure; *ib.* 16,286–16,292. The best plan is to let traders fight it out with companies; the latter being so often before Parliament, any apparent grievances get thoroughly sifted. "The present system "is as good as it can be, and is continually getting "better;" *ib.* 16,293, 16,294. Rates are constantly reducing; causes of this; *ib.* 16,299, 16,300. The nearest approach to unfairness that witness knows of is when special low rates are given contingently on a certain quantity being sent; *ib.* 16,300. Differential rates for large quantities unfair, except extended to all traders in district; *ib.* 16,301, 16,302. The best step towards reduction of rates and fares would be to get poor companies into a paying condition; *ib.* 16,412–16,414. Large companies, especially those doing well, are gradually reducing. Reductions should be gradual; they do not generally pay at first; *ib.* 16,415–16,417.

In case of Government assistance, when profit reached a certain point, some of the most burdensome rates should be reduced; *Bidder* 16,651. Railways should, as far as possible, be assimilated to Post Office; inequality of mileage rates, therefore, absolutely essential, in order to bring products of different places into fair competition. Mileage rate should be simply the cost of working. A certain profit should be fixed, and to this should be added merely the cost of transit. Raw articles should be supplied to manufacturers, wherever they may be, with least possible difference of charge. This could all be done under present rates; *ib.* 16,671. Statements and argument to show that companies are justified in charging a less mileage rate as length of journey increases. Coals and cattle on Great Eastern line quoted in illustration; *ib.* 16,684–16,690. Discussion of statement by witness that it pays better to carry coals 60 miles at ½*d.* per ton per mile than 10 miles at 1*d.*; *ib.* 16,691–16,695. Witness has a strong opinion that lowering rates would be beneficial to companies as well as to the public; *ib.* 16,807, 16,808. Rates on coal, iron, stone, bricks, manure, and some articles of agricultural produce should be quite exceptional to any that at present prevail. This could be accomplished by an inexpensive direct line, constructed specially for the purpose, from the north to London. History of attempt to establish such a line. By this means coals, &c. could be carried at ¼*d.* per ton per mile; *ib.* 16,186.

Argument and statistics to prove doctrine of ascending ratios of consumption with reduced ratios of charges; *Chadwick, Addendum, page* 849 *et seq.* Public opinion abroad is tending in favour of reducing rates to actual cost of transit; *ib. page* 852. It would be worth while to pay an increased income tax, though witness does not believe it would be necessary, in order to obtain reformed general rates; *ib. page* 855.

With present increasing expenses, witness does not see

5. *Rates of Carriage for Goods*—cont.

how rates can be reduced, but rather the reverse; *Gooch* 17,477–17,482. Rates have on the whole been reduced by competition; *ib.* 17,544–17,549.

Statement referred to by Mr. Clark, showing charges for carriage of timber and deals, chemicals, sugar, &c., to and from Liverpool, as compared with other places; *App.* A. Declared real value of the total exports from certain ports; *App.* B. Table showing railway carriage rates from Liverpool as compared with other places; *App.* D. Memorial from Wolverhampton Chamber of Commerce respecting railway charges; *App.* BF. Abstract of returns from Irish railways on various kinds of goods; *App.* BH. Comparison of the rates charged by English and continental railways for goods, &c.; *App.* CN. Statement from the Board of Trade on railway charges for conveying rockets for saving life from shipwreck; *App.* CO. Schedule of tolls and charges authorized in the Railway Construction Facilities Act, 27 & 28 Vict. c. 121.; *App.* DS. List of actual rates per ton charged for certain goods between certain towns in England, and comparison of the same with the French rates for corresponding distances; *App.* ED. Examples extracted from the evidence of actual charges made for goods between certain places, showing also the rates per mile when the terminals allowed by the clearing house are eliminated; *App.* EG.

6. *Terminal Charges:*

Should be equal for all distances; *Clark* 107. 175. Particulars as to; *ib.* 105–124. Should be distinctly fixed in Railway Acts; *Patterson* 320. Railway companies state that in London the terminal expenses are excessive; *ib.* 374. Discussion as to meeting terminal expenses, specially in regard to the coal traffic on German railways; *Mulvaney*, 1139–1147. Terminal charges in Ireland considerably lower than in England; *Forbes* 1820, 1821. Instance of bearing of terminal expenses upon rates; *Malcomson* 3458. Traffic still carried on by road for short distances in Ireland, terminal expenses being proportionally so heavy; *Lanyon* 6224.

Expense of collection and delivery varies so much in different places that no rule can be laid down; in London within a certain limit, it is done for 3*s.* 4*d.* a ton; *Williams* 10,130–10,134. 10,151. Further particulars as to terminal charges in London; *ib.* 10,173–10,176. 10,194–10,202. It should be a charge distinct from the mileage rate, regulated according to circumstances; *ib.* 10,135. Discussion as to proportion upon certain rates quoted; *ib.* 10,136–10,145. 10,149, 10,150. 10,156–10,162. Certain terminal work done by witness, for which companies allow a rebate; *ib.* 10,152–10,155. 10,163, 10,164. 10,184–10,187. Low terminal charges at Hull, Hartlepool, and Cardiff; *ib.* 10,165–10,170. Same charge made in London for delivery of iron at wharf to put on board ship as if carted to warehouse; hardship of this, as cartage is paid in the former case, though not required; *ib.* 10,177–10,182. Companies object to freighters sending to stations for their own goods; *ib.* 10,189. Cartage should be paid only according to the duties performed; a differential charge also should be made according to quantity if goods merely delivered alongside railway; *ib.* 10,206–10,222. Witness advocates a uniform mileage rate, and suggests definition of "terminal;" statement of his views as to charges for use of, and fo running into and out of sidings, &c.; *ib.* 10,231–10,245. Necessity for definition by Act of Parliament of "terminal;" *ib.* 10,248. System of terminal charges proposed by witness; *ib.* 10,293–10,304.

Instances of excessive terminal charges in Staffordshire iron districts. The Parliamentary maximum is too high, but an attempt to legislate satisfactorily on the question has failed. Unwillingness of both freighters and railway companies to go to law on the subject. Particulars quoted of undue terminal charges, as far as they can be gathered from the whole rate charged; *Mathews* 10,464–10,488. What services should be rendered for terminal charge. There should be a power of appeal to the Board of Trade. Dispute between witness and North Staffordshire railway company, in which company declined going to law, and eventually reduced the charge considerably, but not so low as witness desired; *ib.* 10,489–10,492. Even if railway companies lose (as they allege) on short distances, terminal charges should be reduced; *ib.* 10,493–10,497. Should be always separated from mileage rate; no difficulty in classifying them; *ib.* 10,588–10,601. Statement on the part of company that by their Act there is a power of appeal to Board of Trade, but that it has never once

6. *Terminal Charges*—cont.

been acted upon; *Morris* 14,134–14,142. Tables quoted by Mr. Mathews include terminal charges at both ends; he appears to work them out so as to include them only at one end; *ib.* 14,143. Where company act as common carriers they have special power to charge for terminal services, out of which they may make a profit, which it is impossible to do when they act simply as toll takers; *ib.* 14,150–14,152. Impossible to make terminals invariable; should be higher for short distances; *ib.* 14,159, 14,160. Arbitration clause for terminals in North Staffordshire Company's Act; *ib.* 14,162–14,166. Companies have a right to a reasonable profit out of terminals; *ib.* 14,174. Description of what witness considers included in terminal services, and in what proportions should be borne by freighters; loading and unloading form a very small proportion of terminal expenses, and it is an omission in Act where company can make no charge beyond maximum for that purpose; *ib.* 14,247–14,258. If carrier loaded and unloaded, witness considers he would be bound to find sidings and all other conveniences. Railway companies would decline to be common carriers if they could not charge terminals, but traffic of the country could never be carried on in that way; *ib.* 14,259–14,263. Certain articles named could not be carried even at maximum rates unless companies could add terminals; *ib.* 14,264–14,266. No terminals on passenger traffic; *ib.* 14,267, 14,268. From an account got out by witness, he found actual cost of terminal service over North Staffordshire system to be 2*s.* 3*d.* per ton; *ib.* 14,269–14,272; upon coal it varies from 3*d.* to 6*d.*; *ib.* 14,273, 14,274; causes of this variation; *ib.* 14,289. Clearing house arrangements between companies as to terminals; *ib.* 14,275–14,279. Discussion as to high terminal charges in London and Liverpool. From large amount of business done, it might at first sight appear that a small sum would pay, but expenses are so great that present charges are barely sufficient. If revised, witness believes they would be advanced; *ib.* 14,280–14,285. If a uniform terminal were laid down it would necessarily be so heavy as to be prejudicial in some cases; *ib.* 14,337.

Difficulty of making a uniform fixed terminal charge; *Grierson* 11,842.

Higher terminal charges necessary in London than elsewhere; *Gibbs* 10,753–10,756. Public have no means of knowing what is included under terminal harges; companies should be paid fairly for whatever duties they perform, but public should know for what they are paying; *ib.* 10,810–10,821. Witness's opinion is that Parliament should fix terminal charges; *ib.* 10,827.

Terminals should be distinct for each end of journey, to meet cases where freighters collect and load, and companies unload and deliver; accommodation to be given should be defined; charge should be universal throughout the country; companies should be under legal obligation to collect and deliver, with certain exceptions; *Brown* 11,248–11,269.

Necessity for limitation and definition of terminal charges; *Hollins* 11,277, 11,278. Witness would abolish terminal charges and levy a mileage rate that should cover them, or compel through booking and limit the terminals; *ib.* 11,297–11,302.

Objection to a proposal for submitting terminal charges to arbitration under the Board of Trade, considering that there is at present every facility for resisting companies if any unfair charge be made; *Cawkwell* 11,531–11,545. Would not object to Parliament fixing a reasonable maximum; *ib.* 11,546. In 1861 an agreement was nearly arrived at for uniform maximum terminals, but when negotiation almost complete, it was broken off on the question of minerals; *ib.* 11,547–11,550. Necessity for higher terminal charge in London than in the country; *ib.* 11,551. Companies would have no objection to a settled terminal charge, nor to its being published; *ib.* 11,552, 11,555. Large amount involved in terminals; *ib.* 11,556, 11,557. Certain statistics of London and North-western line as bearing upon terminal expenses; *ib.* 11,559–11,569. Various particulars quoted to show that 8*d.* per ton on goods and 1*d.* on minerals are not sufficient terminal charges; *ib.* 11,570–11,572.

Statement made that terminals are charged whether work be performed or not is incorrect; *Grierson* 11,844. Great Western Company, although they suffer inconvenience from it, allow freighters to do their own cartage; *ib.* 11,845. Great Western charges; *ib.* 11,846. Discussion as to the difficulty of giving the mileage rate and terminal charge as separate items; *ib.* 11,882–11,892.

Rates sometimes exceed Parliamentary maximum in

RATES AND CHARGES, &c.—*cont.*

6. *Terminal Charges*—cont.

order to cover terminal expenses; *O'Brien* 12,210, 12,211. 12,215, 12,216. 12,231. A maximum terminal might be fixed to be fair on the average, but it must be unfair under some circumstances; *ib.* 12,210–12,214. 12,223. The highest terminal charge is in London; *ib.* 12,217. Silk takes a higher terminal, as a set-off against risk; *ib.* 12,218–12,221. Clearing house charges are fair enough as between companies, but would not do as charges to the public; *ib.* 12,223–12,230. Discussion as to what services may be properly brought under terminal charges; *ib.* 12,233–12,243.

Classification of terminal charges is established by clearing house; these charges quoted; *Clarke* 12,586. The whole system of terminal charges is misunderstood by the public from companies having become carriers; *ib.* 12,592. Acts do not lay down maximum terminals, but provide that they must be "reasonable;" if public think them otherwise they can appeal to law; *ib.* 12,587–12,591. 12,593. It is desirable that what may be charged for terminal expenses should be clearly laid down, and that there should be an easy mode of appeal,—but not to the Board of Trade; *ib.* 12,592–12,594. No objection to terminals being fixed by Act of Parliament; *ib.* 12,595. No difficulty in arriving at a fair maximum. In 1861, after inquiry, it was almost settled; 2*s.* 3*d.* a ton was spoken of; *ib.* 12,596, 12,597. This failed through opposition of Durham coal owners; *ib.* 12,692–12,694. 12,706–12,711. Map (published by arrangement between the companies) given in and explained, showing the distances included in London terminals; within a certain line 8*s.* 6*d.* is charged, more if beyond that; *ib.* 12,597–12,608. Terminal charges in London are increased by necessity for rapid collection and delivery; *ib.* 12,626–12,628. There would be no objection to making the terminal a separate charge, if fixed by Act of Parliament, and publicly understood and recognized; *ib.* 12,687–12,693. Great Northern Company's terminal charges on coal; *ib.* 12,695–12,705. 12,712–12,715. Terminal charges on through rates should be defined; *ib.* 12,924.

No complaints from customers (on Lancashire and Yorkshire railway) as to terminal charges; objections to their being fixed by Act of Parliament; *Smithells* 13,150–13,157. Customers cannot really tell what these charges amount to, as mileage rates are not charged up to the maximum; *ib.* 13,158–13,162. Witness does not consider that carting comes within denomination of terminals. Description of services which he thinks should fairly be included; *ib.* 13,163–13,185. Lancashire and Yorkshire Company do not adopt clearing house terminals in fixing local rates; *ib.* 13,178.

What services a terminal charge should cover. Canal companies either charged a sum beyond the toll where they provided wharfage, craneage, &c., or carriers charged for these services. Gives an illustration showing the impracticability of including terminals in mileage rate, and disadvantage to those sending goods short distances; *Grierson* 13,486–13,489. 13,497–13,499. Would not object to a maximum terminal being fixed if an average of whole outlay on all the stations were taken into consideration. Reason company do not charge a higher rate at those stations where there are extra expenses. Gives costs of stations and sidings, and total sum expended on Great Western railway, including sidings; *ib.* 13,490–13,496.

Terminal expenses of Midland railway quoted to show the injustice that would be committed by abolishing terminal charges; *Allport* 13,724, 13,725. Some goods are carried for short distances at rates below what witness considers ought to be paid as terminal charges alone; 13,726–13,735. No objection to a fixed maximum terminal if properly adjusted; *ib.* 13,728. 2*s.* 3*d.* a ton would not pay at large stations; *ib.* 13,732, 13,733. Clearing house terminal being from the necessity of the case merely a rough arrangement between companies, could not possibly be adopted for the public; *ib.* 16,930. 16,937.

On passengers no terminal charges are made, the terminal expenses being exceedingly small; *Allport* 13,782–13,789.

Suggestion that Board of Trade should have power periodically to revise terminal and other charges; *Low* 13,894.

No better means needed for deciding disputed terminal charges than county courts at present afford; case quoted in proof; *Hawkshaw* 14,466. Their limited jurisdiction no obstacle; *ib.* 14,478, 14,479. No difficulty in getting

RATES AND CHARGES, &c.—*cont.*

6. *Terminal Charges*—cont.

at actual charge; *ib.* 14,480. Witness does not see how a maximum can be fixed; reasons; *ib.* 14,467–14,469. 14,477. What terminal charges include; interest on cost of station a legitimate item; *ib.* 14,470–14,476. No objection to publication, but impossible; *ib.* 14,481, 14,482. Terminal should bear some proportion to amount of labour; *ib.* 14,481. Great variation in terminals on coals and other minerals, too great to allow of publication; *ib.* 14,482. 14,492, 14,493. No better rule can be laid down by law than that charge shall be "reasonable;" witness's definition of this term; *ib.* 14,483–14,488. Fixed scale of clearing house agrees precisely with companies' charge; but this applies only to certain goods; *ib.* 14,489–14,491. To lay down a law would probably make matters more obscure than at present; *ib.* 14,495. County court preferable to appeal to Board of Trade. No real difficulty in deciding what is a reasonable charge; *ib.* 14,497, 14,498. Litigation should be prevented, but county court decisions should be subject to review; *ib.* 14,499–14,505. No difficulty in getting a combination in any trade to try a question; *ib.* 14,506. Clearing house terminals; *ib.* 14,507–14,509.

Terminal charge is literally that which is applied to the duties of carriers, independently of the question of tolls; it must be variable according to circumstances; reasons; *Harrison* 15,238–15,245. Discussion as to whether Acts of Parliament authorize construction of sidings and certain other expenses to be allowed for in terminal charge; also, as to definition of "reasonable amount;" *ib.* 15,246–15,253. The whole charge made by companies, including terminal, is generally less than authorized maximum; *ib.* 15,254, 15,255. No objection to a maximum toll to include terminal; but great difficulty in fixing it; *ib.* 15,256–15,258. Witness questions whether appeal to an arbitrator appointed by Board of Trade would be a more satisfactory method of deciding upon a charge being "reasonable" than present appeal to Court of Common Pleas. If some tribunal, consisting of a judge and two assessors, in which all parties would have confidence, could be established, it might perhaps be beneficial; *ib.* 15,258–15,261; but witness is not at all sanguine about it; *ib.* 15,262–15,264. Witness, who is himself an arbitrator, would not recommend arbitration where it can be avoided; *ib.* 15,261. No objection to a maximum terminal, but if fixed it must necessarily be so high as to be practically inoperative; *ib.* 15,265–15,268. Discussion of this question; *ib.* 15,269–15,273. Causes of high terminal charges in London; *ib.* 15,274.

Objection to dues for use of sidings. It would be as unreasonable to charge passengers for use of platform; *Wragge* 15,145. Objection to companies' power of charging whatever they consider "reasonable;" *ib.* 15,463–15,466. Discussion of question of uniform maximum terminal charges; *ib.* 15,483–15,490. Terminal charges should be defined in classes by a General Act, and services to be rendered should be specified; uniformity and certainty would counterbalance many disadvantages; *ib.* 15,502–15,506.

Witness (who confines his evidence to coal, iron, and raw materials) considers that there should be no terminal charge where waggons are merely shunted into owners' premises; *Lancaster* 15,538, 15,539. 15,598–15,605. Terminal charges at present generally indefinite and too high; they should be defined and kept as a separate account. Desirability of uniform maximum terminals for the whole country. An arrangement at present existing between owners and two companies, who provide wharves and sidings for coal and iron at 2*d.* per ton, witness thinks should be made universal by law; *ib.* 15,540–15,562. When goods go upon two lines, but one terminal charge should be allowed; *ib.* 15,563.

Complaint from brewers of Burton-upon-Trent of unfair terminal charges, and suggestion that companies should be compelled to state plainly what are terminal and what mileage rates, that all should be open to the public, and that Parliament should fix maximum terminals; *Cosgrove* 15,739–15,748. Discussion as to what expenses should be included in terminal charge; *ib.* 15,749. 15,762–15,777.

Terminal charge, witness considers, is for "loading" or unloading, invoicing and checking, and delivery," must necessarily bear a heavy proportion on a short distance; circumstances vary so much that it is impossible to lay down a standard rule; *Huish* 15,964–15,972. 15,985–15,987. Necessity for terminals as between companies; witness thinks that for long journeys rate

RATES AND CHARGES, &c.—*cont.*

6. Terminal Charges—cont.

including terminal charge will be found to be less than maximum toll. Terminals a very difficult question. Witness does not see any way to meet present dissatisfaction except by more competition; *ib.* 15,973–15,977. 15,984. Maximum or scale of terminals impracticable; publication very troublesome and easily evaded; *ib.* 15,978–15,983. Witness does not see that traders would be benefited by companies stating what proportion of charge is for terminals. Discussion of "reasonable charge" provision in Acts. Actual cost to company, with a certain per-centage added for profit, might perhaps be taken; *ib.* 15,988-15,998. Objection to giving power to Board of Trade to arbitrate on the subject; action at law preferable; *ib.* 15,999–16,002. Clearing house scale was fixed almost at hazard, but witness believes it gives satisfaction; it might be used approximately, perhaps, to fix a charge for the public; *ib.* 16,003–16,010.

What expenses should be provided for in terminal charges. No objection to a Parliamentary maximum, if a sufficient margin allowed. No terminals paid on passengers, though witness considers such a charge could be legally sustained; *Eborall* 16,122–16,137.

Companies should be allowed to charge cost of everything but transit under terminals, but not to make a profit on them; *Sherriff* 16,325–16,331. Better left as now than attempt to fix a maximum; *ib.* 16,332, 16,333. In charging rates companies should not be compelled to state how much is for terminal; *ib.* 16,334–16,337. The outcry about terminal charges is quite new. In case of dispute as to "reasonable charge" it could go to county court. Witness would be quite content to allow decision of a county court judge to be final, but not of county court jury; reasons; *ib.* 16,338–16,343. Variation of terminal according to expense of station; *ib.* 16,344. Clearing house terminals not calculated for charging to the public; *ib.* 16,345–16,347. Publication of terminal charges impracticable; *ib.* 16,350, 16,351.

Terminal charges should be so apportioned that mileage rate should be bare cost of working only; *Bidder* 16,672. Rates should be published as far as possible, terminals being distinguished; (arbitration suggested;) everything but station to station rate should be included in the latter, if that could be done; *ib.* 17,106–17,116. 17,121. This could not be carried out for short distances; *ib.* 17,116. Clearing house terminals are satisfactory as between companies, but witness cannot say whether they would be between companies and public; *ib.* 17,117–17,120. Terminals could not be the same at every place; *ib.* 17,122–17,124. If companies compelled to publish a terminal, it would probably be the clearing house rate; *ib.* 17,125, 17,126.

Letter from the Board of Trade on the subject of terminal charges. 25 May 1866; *App.* CR.

See also COAL TRADE.

READING:

Complaints of great delay at; not half siding room enough for traffic; *Brown* 11,194, 11,195.

RECEIPTS:

Diagrams showing comparative weekly receipts on Great Western Railway, and comparative weekly receipts on all the railways in the United Kingdom for the year ending December 1864; *Apps.* CD. and CE.

REDUCTION OF RATES AND FARES. *See* GOVERNMENT ASSISTANCE. IRISH RAILWAYS. RATES AND CHARGES, 3, 5.

RENALS, MR. JOHN. (*Analysis of his Evidence.*)

Is a wholesale grocer; has been a member of Derby Chamber of Commerce since its formation; attends at their request; 8679–8682. Has had twenty years' experience of the accommodation afforded by the Midland Railway Company; 8683. Great complaints of the unequal charges made for conveying first-class merchandise, such as sugar, dried fruit, rice, soap, &c. Charges are much lower from Sheffield, Chesterfield, or Leeds to London than they are from Derby to London, although distance in each case greater. Quotes rates, which includes cartage. Chesterfield and Derby in same position as to want of competition. Rates from Derby to Bristol have been slightly reduced since January last; are now higher than from other places of greater distances; line entirely in the hands of the Midland Company; is a narrow gauge; 8684–8700. How goods should be charged; should be only two classes, instead of four; gives present rates for each class from

RENALS, MR. JOHN—*cont.*

London to Derby; 8701–8705. 8708–8710. Should be a re-arrangement and classification of goods, as, owing to alteration in duty and value, many articles charged in the first or lowest class are of greater value than those of the higher class; 8706, 8707. How unequal rates (attributable in a great measure to Derby having service of only one railway company) interferes with witness's business; rates no doubt would be lower if there were a rival company. House of Commons, last year rejected a Bill for connecting Derby, at Nottingham, with the Great Northern; does not know upon what ground; did not interest himself beyond giving evidence as to unfairness of rates of Midland Company. Believes there is a scheme to connect Derby with London and North-western. Connecting Derby with one of the competing lines would remedy evils complained of. Parliament should fix a certain rate per ton per mile for goods, and a fixed sum for terminals. Discussion as to how companies could be prevented reducing rates below those fixed by Act; is done now in many cases, particularly with third-class passengers; 8716–8730. Thinks that inasmuch as charges for goods from Derby to London are higher than from other places of greater distance, railway has injured the Derby trader; 8731–8737. Discussion whether rates for goods are higher from Bristol to Derby than from Bristol to Sheffield in consequence of Derby being further removed from certain ports; 8738–8747. Rates for conveyance of tea from London to Derby have been raised from 35*s.* to 57*s.* 6*d.* per ton within the last 11 years; 8748–8751. Believes railway proprietors have some influence over the canal at Derby; there is a slight competition on first-class goods, but not on the other classes. Nothing to prevent a person setting up as a canal carrier; would merely have to pay toll; does not think it possible for canal to compete with railway; 8752–8756. Rateable value of property seriously injured by conduct of railway company; gives value in 1855 and now; 8761.

See also ALLPORT, Further Examination (1.) MIDLAND RAILWAY.

RETURN TICKETS:

Seldom issued on German railways; *Mulvaney* 1121. Inconvenience to public and loss to railway for want of, at Limerick; *Ryan* 2660–2677. Discussion of question of market trains; *Longfield* 2874–2883. On Belgian railways; *Fassiaux* 3060. Return tickets between market towns are issued on Irish Great Midland; *Ennis* 4086. Witness is opposed to third-class return tickets; *Haughton* 4593-4595. But little real inconvenience from want of day return tickets between Dublin and Limerick; *ib.* 4607. Third-class return tickets for short distances answer well on Dublin and Drogheda line; *Murland* 4766, 4767. Belfast Junction Company issue third-class return tickets, Ulster Company do not; *ib.* 4771. No objection to transfer of; *ib.* 4896, 4897. Dublin and Drogheda Company issue Sunday return tickets at single fares for all classes; adds much to traffic in summer time; time for which return tickets available extended according to distance; *ib.* 4943–4949. Return tickets on Grand Trunk line of Canada; *Brydges* 5396–5401. Return tickets on Dublin and Wicklow line at ½*d.* a mile; *Dargan* 5469. Return third class to nearly all the trains on the Belfast and Coleraine line at about ½*d.* a mile; *Lanyon* 6067–6076.

Great Western Company issues return tickets for two days where distance exceeds 50 miles, within 50 miles one day, for 300 miles four days; similar practice is adopted by other companies; *Grierson* 13,386–13,389.

A large number issued on Lancashire and Yorkshire railway, but not many third-class, the single fare being so low; *Smithells* 13,190, 13,191. 13,212. Witness does not think it advisable to abolish return tickets and reduce single fares; the former are a great convenience. Difficulty of preventing transfer of return tickets, and discussion as to advisability of removing restriction on so doing, which cannot really be enforced; *ib.* 13,192–13,207.

Not generally issued in France; *Stewart* 14,665. 14,684.

RISK OF DAMAGE, &c. *See* INSURANCE OF GOODS.

RIVER NAVIGATION. *See* WATER CONVEYANCE.

ROBBERIES, &c. *See* PROTECTION TO PASSENGERS. SAFETY OF RAILWAY TRAVELLING.

ROCHDALE:

Want of accommodation; disparity of fares and limited number of trains, especially third-class, as compared with other towns; *Blackburn* 1289–1320; *Fletcher*

ROCHDALE—*cont.*

1347–1377. Fares, witnesses believe, are higher than Act of Parliament allows; *Blackburn* 1321, 1322; *Fletcher* 1367–1370. Witness considers that these evils are caused by a want of competition; *ib.* 1378. On representations being made to company, they conceded some return trains, but at inconvenient hours; *Blackburn* 1329; *Fletcher* 1348. 1354–1365. Inconvenient arrangement of Sunday trains; *Blackburn* 1333–1339. Want of reduction in first-class fares; *ib.* 1342. Goods rates much higher than to other towns at greater distances in the neighbourhood; *Lawton* 1414–1428. 1447–1451. Goods traffic entirely in the hands of the company, as they have bought the canal; *Blackburn* 1331. There being no competing line, charges are 25 to 30 per cent. more than to Oldham; *Lawton* 1429, 1430. 1442, 1443. The great disparity in goods rates causes considerable loss of trade; many cases quoted, among them that of cotton; 12*s.* per ton is charged on this article from Liverpool to Rochdale, whilst it is carried to Heywood (three miles further) for 10*s.* The difference was greater until strong representations were made to the company; *Fletcher* 1385–1409. Machine brokers at Oldham can send their goods to any part of England 25 per cent. cheaper than witness can from Rochdale; *Lawton* 1433. The high rates prevent the opening of manufactories; they apply to all classes of goods; *ib.* 1438. 1440. Witness believes that want of competition is the cause of these rates; *ib.* 1443.

The traffic manager of the Lancashire and Yorkshire Company states that, since the foregoing evidence was given company have substantially met the views of the Rochdale people, but they are still dissatisfied with the passenger fares between there and Manchester. The evidence given by Messrs. Blackburn, Fletcher, and Lawton refers to complaints, some of which were first made to the Lancashire and Yorkshire Company by the Tradesmen's Association of Rochdale in January 1865, and the remainder on the 13th May 1865. Some of the complaints made in January appear reasonable, and were remedied by the directors before the 1st March 1865, others were proved to be unfounded, and one demand, which was for a reduction in fares between Rochdale and Manchester, the directors considered unreasonable. The remaining complaints made in January the directors could not dispose of without the assent of other companies, and they are now [Feb. 23, 1866,] under consideration. The complaints communicated to company on the 13th May 1865, witness states were unfounded. In proof of the foregoing witness submits a lengthened correspondence between company and the Rochdale Tradesmen's Association; *Smithells* 12,986, 12,987. Fares as between Manchester and Rochdale are not higher than on the other portions of the line; *ib.* 12,988. On some parts fares are lower, and Rochdale people think theirs should be same, but company think otherwise; reasons for these lower fares; company have a most perfect service of trains for them; a large number of third-class trains are run; *ib.* 12,989–12,994.

ROCHDALE CANAL. *See* WATER CONVEYANCE.

ROCKETS:

Statement from the Board of Trade on railway charges for conveying rockets for saving life from shipwreck; *App.* CO.

ROE, MR. PETER. (*Analysis of his Evidence.*)

Has been manager of Midland Great Western, and of the Derry and Coleraine Railway Companies; 5725–5728. Became lessee of latter railway under Loan Commissioners. Circumstances under which it fell into their hands. Time witness continued lessee, increase in receipts, rent paid, expense of maintaining permanent way, and by how much gross receipts exceeded working expenses; 5729–5737. 5768–5777. Lease was annual, but liable to be cancelled at a week's notice unless railway kept in good repair, and a portion of the rent paid every Monday. When line given up, rolling stock was valued at more than at commencement of lease; 5738. 5791–5797. Transferred interest in lease to Northern Counties Company; 5739. 5844. During lesseeship reduced passenger fares one-half, and there was a considerable increase in receipts. Made similar reduction for goods and coal, the latter increased from 1,500 to 5,000 tons in the year; 5740–5745. 5874. Population of Londonderry and Coleraine. Reduced rates on third-class, and on all classes of goods to Newtown Limavady (a good intermediate town), and receipts of that station doubled. The increase of third-class passengers was remarkable. Introduced upon Midland the experiment of carrying harvest men (fourth-class passengers); increase of this

ROE, MR. PETER—*cont.*

traffic, and by what trains carried; 5746–5753. While manager of Midland, directors lowered rates a little; the result was beneficial to traffic. Never tried market trains on the Midland; tried them in the north, and got a considerable increase; 5754–5756. Directors of Coleraine line last year (the lease having expired) raised rates upon passengers and goods (coal excepted); trains are now half empty. Local rates much higher than through rate. Gives an instance. Cannot account for their raising the rates. Line now worked by the Northern Counties Company, who have assimilated rates between Londonderry and Coleraine to those on their own line between Belfast and Coleraine; 5757–5765. 5835. New line opened, giving another route to Belfast, which has taken a little of the through traffic from between Liverpool and Belfast, and Glasgow and Londonderry. When rates were reduced on Coleraine line, there was no reduction made on line from Coleraine to Belfast; 5766, 5767. When first connected with Coleraine line, gross receipts were not equal to working expenses, plus the Government interest (4½ per cent. on 80,000*l.*); claim the Government had to the rental; thinks that after they had been paid there was sufficient to pay the bondholders. Bonds from being a drug in the market at 5*s.* in the pound, rose to 20*l.* No dividend to original shareholders; they never expect any; 5778–5784. Will supply reports giving statistics from year to year; 5785–5791. Directors of Irish railways not much disposed to lease lines; would be advantageous to shareholders. Can say from experience that three practical men would be able to give results from any of the Irish lines far beyond what they are now doing; 5798, 5799. Many of the Irish lines are not paying their expenses; 5800, 5801. If lines were amalgamated and placed under one general management, and then leased to a few intelligent energetic men, results would astonish shareholders; expenses would be greatly reduced. If witness was one of the lessees of all the lines, would propose reduction similar to that made between Londonderry and Coleraine. Reason why reduction should be made in Ireland; 5802–5804. Tried reduction for six months first upon one or two sections; result so satisfactory that he made it general. No additional expenditure incurred, consequently there was an increase of profit; 5405–5410. Similar reduction applied to whole system of Ireland would not be followed by any loss; 5811–5812. Manufactories in Londonderry and Coleraine; the latter has become an important seaport. Condition of working population; 5813–5818; arrangement witness made for agricultural labourers on Coleraine line. Accommodation that should be provided if rates low for third class; 5819–5826. 5879–5883. Would divide Ireland into three districts; it would be an extensive undertaking even for three to manage; 5827, 5828. 5843. Travellers going from west of Ireland to the north are stopped at Cavan, and compelled to rebook there, and wait three or four hours; 5829. Desirable to have a central station at Dublin. There is an Act for it; 5830–5832. No difficulty in getting persons to lease lines on terms remunerative to themselves and beneficial to shareholders; 5833, 5834. Receipts of Londonderry and Coleraine line fell off last year 2,000*l.* upon 10,000*l.* Loan Commissioners have been paid their debt. Railway now the property of the bondholders; 5836–5838. 5871–5873. No other company have tried the experiment of lowering rates metrically. Objects to plan of meeting loss in the agricultural districts by getting a very high profit in the more densely-populated part; 5839, 5840. Amalgamation would improve present value of property as far as shareholders are concerned. Working system under one management would be a great advantage, as there would be uniform rates and a continuous communication kept up; 5841, 5842. Explains why, when the Midland was once leased, the receipts were unsatisfactory; 5845–5848. Seven-eighths of the whole traffic from north to south of Ireland pass through Dublin. Reason why another communication is needed; 5849–5852. Has been engaged in agricultural pursuits since ceasing to lease the railway. Has found as a merchant great cause of complaint of the rates, especially to the west and north-west. States situation and nature of his business. Has made complaint to the company of the high charges; in some cases quite prohibitory. Charge to Galway for such articles as washing soda, rough sulphur, copperas, &c. was 50 per cent. on the first cost value. Gives an instance of the excessive charge made for carrying American oil; 5853–5862. 5865–5867. Internal traffic affected by high rates. Complains that goods from Manchester and Wigan are booked through to Limerick, Ballinasloe, and Kilkenny upon such a toll and same rate as is paid for them to Dublin; 5863, 5864.

ROE, MR. PETER—*cont.*
Does not think there is a limited quantity of traffic, and that railways get nearly the whole of it, and consequently any reduction in rates would be so much less money. Sent goods last week by road; frequently cheaper to use the road. Mentions a case where, by reducing the rates, carmen were driven off; 5868–5870. 5884–5891. If rates were reduced, consumption of coal would considerably increase; if it could be brought into Dublin at 11*s.* or 12*s.* per ton, and sent into interior at the rate of ½*d.* per mile, it would be cheaper than turf. Witness imported coal, and gave the station master a commission to dispose of it; 5875–5877. Considerable reduction in price of coal would encourage manufactures in Ireland; 5878. No regular carriers between Dublin and certain other towns; cheap communication by canal. Arrangements between railway and canal; 5894–5898. Low rates to and from Carlow would produce a considerable amount of traffic; butter and potatoes might be sent from there to Dublin if rates were low; 5899–5902. Not the same necessity for low rates in England; are generally lower than in Ireland; 5903, 5904.

Remarks in reply to Mr. Cotton's evidence before Royal Commission; *App.* BE. Communications on the results of lowering fares on the Newry, Warrenpoint, and Rostrevor railway; *App.* CC.

See also COTTON, MR. E. J.

ROLLING STOCK:
Where private parties provide their own waggons, &c., great delay frequently occurs, probably either from companies giving the preference to their own traffic, from want of locomotive power, or from companies not being responsible for demurrage on any waggons but their own; suggested remedies; *Corbett* 10,892–10,899; *Brown* 11,070 *et seq.* Companies should either treat all waggons alike or provide a sufficiency themselves for their customers; *Corbett* 10,897. 11,050. Regulations of clearing house as to companies repairing damage done to other companies' stock; *Brown* 11,116; these should be made to apply to stock of private owners also; *ib.* 11,125–11,142; discussion of this point, and of the question generally of supply of waggons for mineral traffic; *ib.* 11,146–11,155. Information as to companies who do or do not supply such stock, and as to cost; *ib.* 11,143–11,145. 11,156. 11,162. Railway companies should have the option of providing them if they think fit; *ib.* 11,159. If railway companies so worked the coal traffic as to return the waggons promptly, one-half the present number would suffice; *ib.* 11,165–11,168. If railway companies found all the waggons, witness doubts if the collieries would get a fair supply; *ib.* 11,169. If found for the whole country by the clearing house, witness fears that both coal owners and railway companies might be stinted, though it would greatly economise the number necessary. Discussion of the question of one common supply for the whole country; *ib.* 11,169–11,181. This would be the best system, but witness thinks it not practicable; *ib.* 11,182.

On the London and North-western line coal owners find all the trucks; these generally go back empty; company return them free, but do not pay demurrage if they are detained on the line; *Cawkwell* 11,645–11,650.

On North-eastern railway, engines cost from 2,500*l.* to 3,000*l.*; keeping up, about 1,200*l.* a year; renewals and repairs are charged to revenue; *O'Brien* 12,018–12,027. 12,058. Goods engines consume more fuel than passenger engines; frequent stoppages add to wear and tear; *ib.* 12,057. 12,059. But few private owners' waggons on North-eastern line, company prefer to use their own; owners' waggons are frequently detained beyond their line (as are also company's), but never by company; company neither get nor pay demurrage; *ib.* 12,320–12,324.

When Great Northern Company provide waggons for coal or coke they charge for them at the rate of 9*d.* per ton; *Clarke* 12,625. Account of an invention for getting hauling power to the extent of about 30 per cent. out of the tender; advantages of this improvement to the coal traffic; *ib.* 12,724–12,728. 12,738. Cost of an engine is about 11½*d.* per mile: they are never run more than 200 miles a day; saving effected by use of coke; coal is more used for passenger trains than formerly; *ib.* 12,733–12,744. Passenger carriages are made more commodious than formerly; witness does not think their weight could be reduced; *ib.* 12,941, 12,942.

Witness explains fully course taken by Great Western Company in the case of private waggons, and of those of their own; and gives reasons why demurrage should not be paid by company for detention and delay, as would be the case if private waggons were admitted upon clearing house system, as suggested by one of the witnesses. Company, in fixing rates for the conveyance of traffic in

ROLLING STOCK—*cont.*
owners' waggons, allow such a sum as will enable traders to find them; gives cost of a narrow-gauge waggon and number of tons it will hold. Traders look after the waggons much more carefully when they find them themselves; delays generally take place at the terminal stations; irregularities arise from variation in quantity delivered to customers. Company sends a notice in case of a break-down of a waggon, but not when they are detained by the consignees. Colliery owner is to blame sometimes for detention by sending to certain customers a greater number than they can unload in a given time; gives an illustration; *Grierson* 13,500–13,509. 13,524–13,526.

On Midland railway waggons are found by coal owners; it would be better that they should be provided by company; profitable use made of company's waggons; *Allport* 13,634 *et seq.* Instances of railway company owning coal waggons, and of the system working well; *ib.* 13,691, 13,692. No goods waggons belonging to independent parties; this arrangement is peculiar to the mineral traffic; *ib.* 13,695, 13,696.

Witness wholly disapproves of one common stock of waggons for all the railways; *Allport* 13,715, 13,716. Hire of stock from rolling stock and waggon companies; *ib.* 13,717–13,721. Waggons are now more profitably worked than formerly; *ib.* 13,722, 13,723.

North-eastern and Stockton and Darlington companies supply coal waggons; witness thinks it would be impracticable for colliery owners to find them; *MacNay* 13,995 *et seq.*

From peculiarity of line, North Staffordshire Company have found it advisable to provide all the waggons; this has given general satisfaction, and witness believes it to be the best plan for mineral traffic; *Morris* 14,176–14,186. Advantages stated; *ib.* 14,192–14,195. Most of the mineral traffic of the country, however, is carried in owners' waggons; *ib.* 14,196. It is a general understanding that empty waggons should be returned free, but there is no legal right, as far as witness is aware, to this effect; *ib.* 14,188–14,190.

Rolling stock now infinitely superior to what it was 10 or 15 years ago, and is still improving; *Harrison* 15,289. The cost of rolling stock for working a line is equal to one year's gross receipts for traffic; *ib.* 15,405–15,411.

Complaint that owners are not allowed to inspect their waggons whilst in possession of companies; that companies unnecessarily delay and sometimes lose them for three months at a time, thus entailing enormous loss upon owners. They should be subject to demurrage for delay; *Lancaster* 15,616–15,630. Witness does not propose that owners should be admitted to the clearing house, or that companies should provide waggons; reasons why he thinks the latter not desirable; *ib.* 15,631–15,639. Parties must have their own waggons returned to them, as they have to keep them in repair; *ib.* 15,640–15,642. Witness thinks that 1*s.* 6*d.* per day on each waggon would be a very moderate demurrage; *ib.* 15,643. Each company should report when waggon leaves its line, in order that any detention might be traced. There is no legal remedy for delay at present, and it is a question on which owners feel very strongly. Instances of delay given; *ib.* 15,644–15,658. 15,660–15,665. If companies were liable for demurrage, witness believes delays would not occur; *ib.* 15,659. Owners would not ask for a drawback for delay caused by accident; it is when they think that undue preference has been given to certain traffic that a feeling of soreness prevails; *ib.* 15,669.

Although witness does not believe companies act unfairly, where waggons belong to private owners there is not the same interest to prevent delays as if owned by themselves; *Sherriff* 16,305. Delays sometimes arise from misunderstanding between consignee and consignor; *ib.* 16,306. If company found waggons, and consignee neglected to unload, consignor might be charged with expense of delay. Great loss to owners at present from delay with waggons; *ib.* 16,307, 16,308. Witness would compel companies to find waggons; it would be an advantage to all parties. Companies would doubtless have done so hitherto if they could have afforded it. At present some do, some do not; *ib.* 16,309–16,313. Companies should be compelled to buy present private stock; this would be a saving of money, and of danger and inconvenience; *ib.* 16,314–16,316. 16,323. Witness thinks that two-thirds of present number would then suffice; other advantages,—safety, &c.; *ib.* 16,317–16,320. Private stock is not so well inspected as companies' would be. Owners would not object to part with them on fair terms; *ib.* 16,321, 16,322.

ROLLING STOCK—*cont.*

Method adopted by Great Western Railway in purchasing waggons of spreading cost over several years; *Gooch* 17,317, 17,318. Engines that company commenced with in 1839–40 are still running very well; *ib.* 17,328, 17,329. A carriage will run a great deal further than a waggon; *ib.* 17,369. The bulk of the mineral waggons belong to company, but there are a great number of private ones; inconvenience attending the latter; *ib.* 17,523–17,527.

Advantages of use of steel in rolling stock; *Sturrock* 17,832 *et seq.* Improved tenders for mineral traffic on the Great Northern; *ib.* 17,879–17,883.

See also COST OF CONVEYANCE AND WORKING.

ROYAL CANAL, IRELAND. *See* WATER CONVEYANCE.

ROYAL PALACES:

Comparison of the railway service in France and England between the metropolis and various royal palaces; *App.* DM.

RUNNING POWERS:

Powers for running trains by private parties on their own account practically inoperative; *Atkinson* 928–933.

Better facilities for, should be enforced; *Hill* 8215–8220. Railways and canals should be kept as highways open to anybody; *Wilson* 9954. Theoretically, anyone may run trains and carry what they please on railways (as was the case to some extent formerly), but practically this power is kept inoperative by railway companies; *ib.* 10,061–10,074. Argument to prove that railway companies should not themselves be carriers; since they have been so rates have been reduced, but not in consequence thereof; the public should have full powers and facilities as carriers for use of lines; canal companies have been compelled to become carriers to compete with railways; *ib.* 10,075–10,098. 10,113.

Are now freely accorded by companies, thus increasing competition; cannot be too largely encouraged; *Huish* 15,852. May be exercised over a single line, if under proper regulations, with perfect safety, even though companies are in direct opposition, and although punctuality not always attainable; *ib.* 15,853, 15,854. Remuneration always by arbitration, parliamentary tolls being too heavy. Better to give running powers to a rival company than have a competing line; *ib.* 15,860–15,867. Method of fixing times of trains of the different companies; *ib.* 15,868. If a line become so crowded that necessary running powers cannot be granted, it is evidence that a new line is required. New line now making to London by Midland Company is not from inconvenience found in working traffic over Great Northern, but for increase of traffic. The traffic is well carried at present; *ib.* 15,869–15,873. Traffic between London and Redhill, though line is quadrupled, is now getting crowded; *ib.* 15,873–15,875. Running powers are more frequently arranged by mutual agreement than by Act of Parliament; *ib.* 15,876. Discussion as to how far they may fairly be granted. To a certain extent, it is going back to the original theory of railways being public highways, open to any one paying the tolls; *ib.* 15,897–15,903. Danger from present diversity of signals, now that running powers are so freely used; *ib.* 15,941–15,949. Discussion of this point; *ib.* 15,950–15,953.

Running powers should be universal. Discussion of regulations under which they should be granted and used; *Bidder* 16,816–16,820. 16,827–16,832. Company having running powers not allowed to take up local traffic; *ib.* 16,821. Concession of general running powers would secure in all cases the forwarding of traffic between neighbouring railways; *ib.* 16,849, 16,850. Companies should have power to forward their traffic over neighbouring railways at same rates they themselves are charging; if other company disapprove of these, an appeal should lie; should result of this be an increased rate, it should apply to the past as well as the future, in order to check companies recklessly forcing their traffic on other lines; *ib.* 16,964. Difficulties in enforcing universal running powers by legislation, but arrangement suggested above, witness thinks, would secure the main objects desired, one of which is to enable companies to make arrangements on the spur of the moment as traffic offers itself. Statements in illustration and proof; *ib.* 16,964–16,966. 16,969. If company over whose line goods were to be passed took them on, it would do just as well as other company running over line; *ib.* 16,967. Sufficient notice should be given; *ib.* 16,970. Discussion of foregoing, and of inconvenience to which, as witness alleges, some companies are put for want of power to enforce prompt forwarding of their traffic; *ib.* 16,969–16,976. Powers should be applicable to all goods; *ib.* 16,977, 16,978. Discussion as to terms for running powers or conveyance of another company's traffic along line; *ib.* 16,979–16,983.

See also INTERCHANGE OF TRAFFIC, 2.

RYAN, MR. MICHAEL ROBERT. (*Analysis of his Evidence.*)

Is a merchant of Limerick, and member of the Chamber of Commerce; 2651, 2652. Present passenger rates prevent traffic, and better arrangement required as to keeping time for the third-class passengers between principal lines and tributaries; gives instances of the delay and inconvenience to the public. Thinks Government should buy up all railways, especially small and non-paying ones; 2653–2658. 2683–2684. Traffic between Limerick and Dublin diminished in consequence of delay. A large class would travel to Dublin and Cork if they could return same day; formerly they could do so. The company charged full fare. Describes class who travelled by the train; 2659–2677. Impediments in the way of third-class travellers mainly attributable to number of small companies and conflicting interests; 2678, 2679. The Great Southern and Western tried last session to buy or lease the Limerick and Castleconnell line, but the Bill was lost; 2680. 2682. Railways about Limerick not doing the work of the country; carriers numerous on the road. Directors should try, by reducing rates, to obtain cattle traffic; believes traffic would pay; 2685, 2686. Many passenger trains empty; with lower fares, traffic (especially third-class) might be considerably increased; many walk or drive instead of using the railway. The Limerick and Foynes Company and the "Kelpy" steamer in connexion with Foynes line, increased rates 10 or 12 per cent., and there was a considerable decrease in the number of passengers and receipts; 2687–2696. 2699–2702. 2734–2740. 2785–2791. Very rarely passenger fares for market days. Several fairs are held at Rathkeale, but railway arrangements such that only half an hour can be got to transact business in the town 2697, 2698. Shareholders have remonstrated against present management, but as all local lines are in the hands of one party they are powerless; 2703–2708. The putting on of a later third-class train from Limerick to Dublin would be profitable to company, and would not affect the second-class trains; 2709, 2710. The custom of hucksters going through the country buying up the produce would be altered if rates were reduced. Mode adopted by railway company in Tipperary district. Proceeding discourages trade from Limerick and favours Waterford. Freight cheaper from Shannon by sea as compared with Waterford; 2711–2733. Complaints at Bruree (where there is a very large flour mill) that coal traffic is encouraged at the expense of turf; gives relative rates; question discussed; 2741–2751. 2755–2765. Turf more suitable than coal for dairy purposes; 2752–2754. Thinks directors of Great Southern and Western Railway are large shareholders in steamboats; 2766, 2767. Is not aware that there is a maximum charge in Railway Acts beyond which companies cannot go; 2768. All railways should be placed under one management. Directors at Waterford, Cork, and Dublin vie with each other to get the greatest loading for their steamers, and port of Limerick does not get a fair mileage in consequence; 2769. States that Sir David Roche, owner of a large flour mill near Limerick, suffers much inconvenience from high rates; 2770–2775. Would like to see the Government take all Irish railways, and try the experiment of having one central management; discussion as to how loss should be met; 2776–2780. 2793. There would be an increase of the produce of the soil if rates were lower; 2781. Does not know the rates by Bianconi's cars before introduction of railways, but since rate increased shares have depreciated and dividends diminished; 2782–2784. Mentions a case of inconvenience to emigrants in consequence of there being no third-class train; 2792.

S.

SAFETY OF RAILWAY TRAVELLING:

1. *Generally.*
2. *Accidents and Robberies.*
3. *Communication between Passenger and Guard, &c.*

1. *Generally:*

Under proper regulations, punctuality a secondary condition as to safety; *Huish* 15,854. By use of

SAFETY OF RAILWAY TRAVELLING—*cont.*

1. *Generally*—cont.

telegraph and of a "train staff," perfect safety can be ensured on single lines; plan now recommended by Board of Trade; *ib.* 15,855–15,857. Witness is in favour of extending powers of Board of Trade to seeing that proper regulations are carried out for the safety of the public; *ib.* 15,929–15,933. Necessity for a uniform code of signals on all the railways to ensure safety now that running powers are freely used; *ib.* 15,941–15,953.

Witness does not think that number of accidents can be reduced. Telegraph, which is in use on all the large lines, increases safety; present amount of traffic could scarcely be worked without it; *Bidder* 17,090–17,093. As great safety is attained as can be expected; the number of accidents varies a good deal; *ib.* 17,094–17,096. Legislative enactments would be more likely to increase than to decrease safety; responsibility better left on companies; *ib.* 17,097, 17,098. Four lines of rail where traffic is large (except to avoid crossings) witness thinks are no safer than two; *ib.* 17,100–17,105.

2. *Accidents and Robberies:*

Greater security against, should be ensured by uniformity of signals; *Hill* 8197 *et seq.*; *Huish* 15,941–15,953. Witness does not think that want of punctuality increases the risk of accident if signals are attended to; *Allport* 12,440. Trains are generally unpunctual where collisions occur, but that does not cause the accident; drivers get so accustomed to find everything clear that they do not keep a sufficiently good look-out; *ib.* 12,445–12,447.

As few accidents occur as can be expected; the number varies a good deal; *Bidder* 17,094–17,096.

On an official inspection of railways and the management of the traffic thereon, as a means of preventing accidents and loss; *App.* BK.

3. *Communication between Passenger and Guard, &c.*

Should be provided; *Hill* 8197 *et seq.*; *Low* 13,882.

Witness was one of a committee appointed to examine 193 inventions, none of which he considers practicable. The best, an electric communication, is now being tried on the South-western line, and is about to be tried on Great Northern; but witness fears it will fail at junctions through separating the trains. Witness also fears that without some legislative penalty it will be wantonly or unnecessarily used, and thus cause collisions, though the experience as yet gained does not warrant this conclusion; *Clarke* 12,754–12,761. Footboards outside witness considers dangerous, and a passage through the train objectionable; the former is just being abandoned in France. No legislative enactment would give greater safety than exists at present; *ib.* 12,762–12,764. Account of the communication between guard and driver on Great Northern Railway; *ib.* 12,948–12,950.

No necessity has ever come within witness's own personal knowledge for communication between passenger and guard; *Morris* 14,396. Communication could easily be made, but train should on no account be allowed to be stopped. An additional guard would be required, who could, if called, walk along footboard of train, but it would be dangerous. It is done on the continent, and used to be done here; *Hawkshaw* 14,618–14,628. Description of a carriage in use in Russia in which there is a passage from end to end, and other convenience. It is not very expensive, and witness advocates its introduction here. It would not facilitate communication with guard, but would in many cases obviate necessity for it; *ib.* 14,629–14,635.

Witness sees no necessity for communication between passenger and guard; reasons. It would really introduce a source of danger. In the case of a train on fire, witness believes that guard must know of it without being informed by a passenger. Board of Trade returns of accidents show that such a facility would have been of no use; there is no sufficient evil existing to require such a remedy; *Gooch* 17,582–17,589.

See also COMPENSATION FOR ACCIDENTS. SIGNALS. TRAFFIC ARRANGEMENTS.

SALT TRADE:

Diversion of, from Liverpool; *Clark* 45. Explanation of this circumstance; *Cawkwell* 11,429.

Complaint by witness (who is proprietor of Stoke Salt Works, Worcestershire,) of unequal rates, inconvenience from break of gauge, want of through rates, &c.; *Corbett* 10,871 *et seq.* But little salt comes by sea; *ib.* 10,876–10,879. Witness sends annually to London about 24,000 tons, of which 16,000 or 17,000 come by rail, and the rest by canal; *ib.* 10,890. Heavy loss by demurrage from delay of railway companies in forwarding witness's vans; remedies suggested; *ib.* 10,892–10,899. Discussion of probable effects of a uniform mileage rate on salt trade; *ib.* 10,932–10,935. Probable reasons for variations in rates; *ib.* 10,945. Some particulars of witness's London trade; rates quoted do not include cartage; his agents load and unload trucks; *ib.* 10,946–10,959. Some particulars of his shipping and foreign trade, and further discussion of uniform mileage rate; *ib.* 10,960–10,985, 10,989–11,002. He does not believe that the latter would drive the Cheshire salt out of the London market; *ib.* 10,979. Has complained to railway companies, but they refuse to make any alteration; *ib.* 10,986, 10,987. Particulars of canal traffic; cost about the same as rail; if railway rates were reduced, canal would still be useful for certain purposes; *ib.* 11,003–11,025. Delays in forwarding witness's trucks; *ib.* 11,025 *et seq.* Statement delivered in relative to the railway traffic to and from witness's works; *ib.* 11,069.

Objections to mileage rate suggested above, that it would injure Mr. Corbett's trade and railway profits also; *Grierson* 11,896, 11,897. Answer to preceding complaints of delay; *ib.* 11,898–11,900. Company have given Mr. Corbett (at his request) reduced rates, specially to enable him to compete with Cheshire salt; *ib.* 11,902–11,905. Answer on the part of the Midland Company to Mr. Corbett's complaints; *Allport* 12,523–12,529.

Mr. Corbett's complaint that salt sent in narrow-gauge waggons to Gloucester was detained for want of broad-gauge trucks, and that Midland Company demanded demurrage, no doubt is a great hardship, and arises partly from the irregular amount of traffic received; traders do not give an hour's notice of quantity they are going to send; would not be practicable to demand notice; *Grierson* 13,510–13,515.

SALTAIRE (near Bradford):

Saltaire was chosen for an extensive manufacturing place in anticipation of competition between railway and canal companies, instead of which a combination has taken place, and the rates are raised; *Stead* 461–472. The rates, except for an agreement with railway company, would now be double what they were; *ib.* 474–487. There would have been two routes to Liverpool if companies had not amalgamated; serious inconvenience felt; *ib.* 488–491. 519. To force goods over a certain route, the same charge made for 25 as for 46 miles; *ib.* 506. Particulars of some of the rates; *ib.* 516–531.

Correction of some of Mr. Stead's statements, which witness thinks are likely to mislead the Commission; *Allport* 12,389, 12,390.

Witness states that Mr. Stead is labouring under a misapprehension altogether; *Smithells* 12,981. Evidence to this effect, with statement that every necessary accommodation is given, that traffic is not diverted, &c. List of trains, and table to show that route is not obstructed; *ib.* 12,980–12,982.

SCARIFF:

Memorial from, as to boats on the Shannon; *App.* AV.

SCOTTISH CENTRAL AND SCOTTISH NORTH-EASTERN RAILWAYS:

Inconvenience to public from disputes between companies, caused by defective legislation; *Lees* 9288 *et seq.*

SEA RISKS:

Statement from the Irish railway clearing house on the subject of sea risks between Great Britain and Ireland; *App.* BZ.

SEASON TICKETS. *See* TICKETS.

SHANNON:

Memorial from Scariff, as to boats on; *App.* AV.

SHANNON, MR. G. W.:

Statement as to obstructive policy followed by directors of Irish railways; *App.* R.

SHARES:

Payment of contractors, landowners, &c. in shares very objectionable; reasons; *Hancock* 7610–7622.

SHAW, MR. THOMAS. (*Analysis of his Evidence.*)

Is traffic manager of the Irish North-western railway; 8268. Although traffic receipts are much improved

SHAW, MR. THOMAS—*cont.*

this current half year, position is not flourishing; gives cause and amount of increase; preference and ordinary shareholders are receiving nothing; 8269–8271. 8349–8352. Length of line, and cost per mile; railway was made by share capital; gives cost, and explains that the sum is only for a portion of present line; pays 500*l.* per week for other portion. Obligations to be discharged before ordinary shareholders are paid a dividend; working expenses of line; 8272–8293. 8401–8407. Names companies that have joined Irish North-western Company in the subscription to the Cavan and Clones line; works in harmony with them. Difficulty in booking through between Irish North-western and Great Southern and Western lines; 8294–8300. Passenger traffic principally third-class; goods traffic, agricultural produce and such goods as agricultural people require. Thinks if rates were reduced for long distances, traffic would increase; has tried experiments, but, with one exception, not successful. Has remodelled cattle rates, but in consequence of bad seasons, traffic not so good as it was three years ago; 8301–8307. 8317–8321. Reason why line does not pay a dividend. Gives number of trains per day; 8308–8316. 8332–8344. Is not aware that they have ever received a proposal for preferential rates; no reason to suppose that traffic is kept off line by present rates. Do not, on principle, make preferential rates; 8322–8325. Carry a great deal of coal, considering that there are no manufactories upon the line; the traffic seriously interfered with by local bogs; 8226–8229. Has through booking from most of their stations; books with London and North-western both for passengers and goods; 8329–8331. Has severe competition with the Ulster Company; rates by this company rather higher; 8345–8348. 8387–8391. Thinks the directors take as much interest in this railway as those of more profitable lines. Directors have great hopes that matters will improve; 8353–8356. Would be an advantage to public and to proprietors if all lines north of Dublin were amalgamated; fares would not be raised, but railways would be worked more economically, would be a better communication between Dublin and witness's district; reasons why service not so good as it should be. Would not go further south than Cavan; 8357–8367. 8374–8385. Effect that amalgamation would have upon the different ports; steamboat communication would greatly affect traffic to any port; 8368–8373. No competition between Clones and Belfast; passengers go now by Ulster line; 8386. Irish North-western does not communicate with any line at Londonderry; if it did, would get some flax traffic; this traffic was carried by Northern Counties line until Omagh junction was made. Northern Counties pay about 800*l.* a year to Irish North-western Company; 8392–8400. Directors of Irish North-western line elected by the ordinary shareholders; hands in a list, and states that 12 directors manage whole system (145 miles); 8408–8412.

SHAW, MR. WILLIAM. (*Analysis of his Evidence.*)

Is director of a bank, and of a flax spinning company; resides near Cork; 6382, 6383. Cork and Bandon Railway not managed with profit to shareholders or advantage to the public. Line made at great cost. Directors and shareholders have not much interest in increasing traffic. Line in hands of preference shareholders. Supposes directors and preference shareholders hold original shares; 6384–6386. 6393–6396. Traffic in agricultural produce might be more developed if rates were lower, and better facilities afforded for bringing to market; 6387–6389. Thinks if line were leased it would be worked with profit, and traffic largely increased. Some extension lines in the course of construction. Cork and Bandon Company have impeded construction of further extensions; 6390–6392. Cost per mile for making line; is carried through a country giving hardly any business. Difficulties in making line. Money wasted in engineering and law expenses. Engineer incompetent; 6397–6403. Amount of interest paid to preference shareholders; there are two classes, on one interest has been regularly paid, but not on the other. Motive for managing railway better. Ordinary shareholders have no hope of getting much out of line. Not sufficient speculative spirit in the country to buy up the ordinary shares, and get efficient officers to manage railway profitably; 6404–6411. Rates could not be reduced to any great extent on Cork and Bandon line, but better system of return tickets, excursion trains, &c., would develop business upon it. It would be too great an experiment to reduce 20 per [illegible] England, reduction increases business, not so [illegible] Would look to increase more by a better [illegible] looking after traffic; 6412–6414. Rich agri-

SHAW, MR. WILLIAM—*cont.*

cultural district lying to west of Bandon; a great deal of produce now sent by cart would go by railway if rates were lower, and business looked after; 6415–6421. Is not aware that an experiment for making a great reduction in charges has been successfully tried on Coleraine and Londonderry line; different country from Cork and Bandon line. Moderate reduction would tell, both in goods and passengers. Gives length of line, and number of persons to manage it; 6422–6427. Bandon Company work a little branch line to Kinsale; get 30 per cent. of gross receipts for three years; 6428, 6429. Would be an advantage to amalgamate Cork and Bandon line with Great Southern and Western, as trains would then be arranged in a proper manner, and economy effected in management; 6430–6432. Cheaper to send flax from Bandon to Belfast by way of Liverpool, and re-ship it there for Belfast. Much traffic lost for want of proper system. Freight paid from south of Ireland to Belfast, and distance by railway. Ten years ago there was rather a large quantity of flax sent, and it is expected there will be again. Will in time be sent in sufficient quantity to make it a remunerative traffic. Hopes flax will be continued to be grown in south of Ireland. Is a remunerative trade; requires much rain; is generally grown in west part of county of Cork. Would send flax to Belfast by railway if rates same as round by sea. Mileage rate by water; cannot give railway rate; 6433–6450. Vessels never go direct from Cork to Belfast; not enough traffic to load them. Continuous railway communication (except break at Dublin) between Cork and Belfast. Thinks goods are not sent by way of Tullamore and Mullingar; would be an intricate way. No through communication from Bandon to Dublin by that route. Has transhipment and carriage across the city, which adds to the expense. As stations are nearly opposite each other, might be possible to establish a ferry; goods would then have to be carted to the ferry; the rails might be brought down to it, if the Commissioners of Cork gave their consent; 6451–6460.

SHERRIFF, MR. ALEXANDER CLUNES, M.P. (*Analysis of his Evidence.*)

Has had many years' experience in railway management; mentions railways with which witness has been connected; 16,255, 16,256. Mr. Oxlade's statement that witness favoured particular individuals, and also his statement that witness demanded a partnership with him, promising him, if he consented, an unlimited number of waggons, long credit, and to get his bills discounted, and threatening, upon refusal, to stop his trade, and finally stopping it, is a tissue of untruths from beginning to end; reads letters from Mr. Mason and Captain O'Brien fully entering into these charges, and denying most positively the truth of these statements. Refers the Commissioners to Brown's Railway and Canal Act Cases, and judgment given by Mr. Justice Cresswell in case brought by Mr. Oxlade into Court of Exchequer in July 1856; 16,257. If system of uniform rates were established, would be unjust to railways and injurious to commerce. Companies would be compelled to charge nearly maximum rates; would not materially affect short distance traffic; would have to apply to canal companies, and persons trading on canals, steam packet companies, and even carriers by road; 16,258–16,260. Believes canal rates are much less uniform than railway rates; difficulty in being able to bind owners or hirers of boats to fix average rates; tolls on canals are tolerably uniform; 16,261–16,265. Would approve of a railway company charging a higher rate for a short distance than for a long one; are circumstances which would even justify a company charging a lower rate from Birmingham to London than from Liverpool to London; 16,266–16,269. Is practically a maximum charge for parcels, although not fixed in any Act. Might be cases where it would be justifiable for a company and beneficial to public to take a parcel for 200 miles for less than for 120 miles; 16,270–16,274. If uniform rates adopted competition would cease between railway companies and steam or sailing vessels trading coastwise, and also in most cases between railway companies themselves, and give a monopoly to water conveyance, and the shortest route by railway. Exceptional charges could not be chosen as the uniform rates, and advanced rates would destroy long mileage rates. Loss of exceptional traffic would compel high rates for ordinary traffic. No one injured by companies having the power and right to carry for a long distance at same or even lower rates than for a short distance. Considers public admirably served by present system. Does not believe that companies now give preferential rates; might have been done many years ago; 16,275–16,280. Has

SHERRIFF, MR. ALEXANDER CLUNES, M.P.—*cont.*
had experience, both as a railway manager and a trader, having large works in Durham and Worcester. Complaints are frequently made by traders that they have not such low rates as those in another district, but they seem to forget that they, generally speaking, have rates quite as low in their own districts. Contends that present system of charging such rates as railway companies can obtain enables traders from different districts to compete with each other in a particular market; mentions a case showing how this system operates; 16,281–16,285. Why witness considers it much safer to leave in companies' hands the system of charging special rates, whereby they become the arbiters as to what the trade of a particular district shall be, than let matters go to arbitration; 16,286–16,294. New classification of goods might be an advantage; 16,295. Same system in force now on North-eastern as when witness was manager. Considers system of carrying at equal rates from all the different ports is a right one. Is aware that traders of Hull complain that they are placed at a disadvantage as compared with other ports to the north, but if mileage rates adopted their trade would probably go to Goole or some place nearer. Enforcement of uniform rates would be one of the greatest blows that could be given to commerce. Causes in operation which have led to a reduction in the average rates for goods and minerals. Making a reduction for large quantities sent, unless circumstances greatly disproportionate, is unjust to majority of traders, and injurious to railway companies; assumes a case to illustrate this opinion; if reduction made to one trader should be made to all in same district; 16,296–16,304. Reasons why it would be an advantage to companies and traders if railways were compelled to find all the waggons; would economize working expenses. Thinks companies never give their own stock or that of other companies a priority of transit over waggons of private traders. How detention is frequently caused; 16,305–16,307. 16,309, 16,310. 16,312. 16,315, 16,316. 16,318–16,320. Inconvenience and loss that sometimes occurs to traders in consequence of the limited number of their waggons; 16,308. Thinks poverty of railway companies has been to a great extent the reason of private waggons being employed; 16,311. Would compel railways to buy the private trucks; thinks traders would be willing to sell on fair terms. Unless companies had additional power to borrow they would not be able to purchase them. Method that might be adopted to enforce the borrowing powers to sole purchase of this rolling stock. Could be a reduction of one-third if whole of rolling stock belonged to railways; 16,313, 16,314. 16,317. 16,322–16,324. Private waggons are frequently defective in make and quality, and not kept in such good running order as those of the companies; 16,320, 16,321. Why terminals must of necessity vary at different places. Terminal charge should include everything but the transit; a per-centage upon the cost of the stations appropriated to goods traffic should also be included. Companies have no right to receive any profit out of terminals; 16,325–16,331. Why witness objects to a classified maximum; would prefer to leave it as it is. Reason for companies not separating mileage rate from terminals; 16,332–16,337. Complaint about terminal quite a new outcry. Would make an allowance when trader did the carting. Would be satisfied with a decision, and would not object to its being final, of a county court judge, as to whether charge made be reasonable. Would not take the decision of a county court jury; 16,338–16,343. Terminals vary for goods; those recognized at clearing house are tolerably satisfactory to companies; is something like 4*s.* for the country and 8*s.* 6*d.* for London; 16,344–16,347. Does not see any objection to companies publishing rates, provided all the carriers did so; should be bound to declare all discounts, drawbacks, and credits; discussion as to whether shipping companies should be compelled to publish their rates. Why it would be almost impossible to publish terminal charge; companies would not object to publish rates charged to each station. Might be no difficulty in having a book of rates to refer to; 16,348–16,358. 16,378–16,382. Should be a general Act altering classification of goods, subject to periodical revision by clearing house; present classification altogether inadequate; has been very little altered during last 25 years. If special rate required, article has to be transferred to another class, as each article in same class is charged at same rate; 16,359–16,365. 16,370–16,372. The classification of goods should be published; 16,366, 16,367. Classification is revised once a year at the clearing house, and new articles inserted or a certain article transferred to another class; 16,368, 16,369. No rates are altered by the clearing house. Does not mean that there should be uniform system of maximum charges for all the companies, but simply a classification upon which rates should be founded; 16,373–16,376. Approves of plan adopted by some companies of hanging up in their booking offices the number of places to which they book and the fares; 16,377. Through booking arrangements are now carried on to a great extent between companies; system extending; is no difficulty in establishing them throughout kingdom; 16,383, 16,384. Gives a case where it would be fair for a company with only a short mileage to take a larger proportion of gross toll than its mileage would justify. Gives an instance showing the good resulting from the exercise of certain compulsory powers of arrangement given in the Great Western Amalgamation Act. Reason why same system is not carried out by other companies. Course pursued when a company using another's line does not work the traffic satisfactorily; 16,385–16,390. 16,392, 16,393. 16,395. Why it is not desirable for Parliament to introduce a new regulation, making through booking compulsory; 16,391. Through rates would not enable railway companies to reduce passengers or goods rates; 16,394. Why some competitive lines are got up; their cost a bar to leasing or amalgamating. Knows of one railway which ought to have been made for 10,000*l.* per mile, but which cost between 30,000*l.* or 40,000*l.* West Midland made the line from Honeybourne to Stratford for about 5,000*l.* a mile; is a single line; how made. Arrangements between companies might be much facilitated if there were some sort of tribunal within themselves which could take up practical difficulties, such as working at stations, trains meeting, &c. Tribunal might be a committee chosen from railway clearing house; is not exactly prepared to say what power should be given; should be an Act of Parliament allowing them to arbitrate upon questions relating to interchange of traffic; are many companies who would view such an arrangement with jealousy. Power of railway clearing house now limited; might be increased to public advantage; how clearing house now constituted. Was not aware that companies in some cases acted as arbitrators amongst themselves by consent; 16,396–16,411. In some cases a material reduction of passenger fares might be made with advantage to public and to railway companies. Poor companies very prejudicial to convenience of a classification; are better nevertheless than no company at all; would be good thing to limit their numbers, and thereby enable them to pay a dividend of 4 or 5 per cent.; 16,412–16,414. Principal railway companies are making experiments on a considerable scale in reduction of rates and fares generally. North-eastern have reduced year after year; experiment not profitable at first; is now improving. Would have more hesitation in reducing on part of a company paying only 2½ or 3 per cent. than on others paying 5 or 6. Safer to reduce gradually; 16,415–16,417. No possibility that cost of running trains will ever be less; more likely to increase. Expenses of maintaining permanent way are on the increase; may lessen by putting steel rails at the station; 16,418, 16,419. Would have all the public against you if attempt were made to reduce number of carriages; if fewer ran cost would be lessened, but not enough to materially affect the accounts. Almost every first-class passenger expects two seats; 16,420–16,423. Has never seen anything upon foreign railways to wish for an exchange of systems; 16,424. Has been to Ireland. States that engineer of West Midland (formerly engineer of an Irish line) did not think that there was the same amount of energy in developing traffic there as in England. Not so much traffic to develop. Was shown some specimens of ironstone discovered on or near Midland Great Western line which witness thinks might be made more of in England. If an amalgamation of Irish railways took place they could do more than they do now. Companies paying 4 or 5 per cent., and others paying no dividend on their ordinary shares, should not be amalgamated on equal terms; would be no difficulty in arriving at the value of those shares only having a prospective value; 16,425–16,432.

SHORT DISTANCE RATES. *See* RATES AND CHARGES, &c., 5.

SIGNALS:
Uniformity of, highly desirable; *Hill* 8197 *et seq.*
Want of attention to signals one chief cause of accidents; drivers get so accustomed to the line being clear, that they do not keep a sufficiently good look-out; *Allport* 12,440. 12,445–12,447.
Although lines vary in signalling, &c., which may confuse drivers running over two lines, witness does not

SIGNALS—*cont.*
think that if signals and mode of working had been laid down by Board of Trade at first opening of railways they would have been as well matured as they now are; *Huish* 15,936–15,938. Danger of present diversity of signals, now that running powers are so freely exercised; *ib.* 15,941–15,953.

Systems of different companies vary considerably, but witness does not think this causes inconvenience or increases danger; *Gooch* 17,528–17,532.

SINGLE LINES:
Running powers may be exercised over, with perfect safety; *Huish* 15,852–15,856. Repairs more difficult and heavier in proportion than on double lines; *ib.* 15,858, 15,859.

SLEAFORD:
Comparative statement of grain rates from Sleaford, &c. districts, with Northampton, Norfolk, and other barley districts, to Burton-on-Trent; *App.* BI.

SMITH, MR. JOHN. (*Analysis of his Evidence.*)
Is senior partner in the firm of J. Smith and Co., wholesale grocers at Lincoln; 9044, 9045. Was at a meeting of leading merchants and tradesmen of Lincoln to take unequal rates into consideration; 9046–9049. Mentions several anomalies that exist in the classification of goods in the grocery trade. Companies consider cost and trouble in conveyance, not intrinsic value of goods sent. Quotes rates for sugar, dried fruit, tapioca, &c., and states difference made by company in conveying a box of onions and a box of grapes, both coming by goods train, fetched from same house, and delivered at same time; rates charged were strictly in accordance with provisions of the Act; discussion thereupon; 9050–9070. Would have separate general charges for all grocery goods, fruits, draperies, and drugs. Could hardly take value as an element in the classification, although not doing so would be unjust in principle; bulk, liability to damp, and speed at which carried should be also elements. Companies say they make different rates on account of increased risk in transit; do not think they take more care of one class of goods than of another. Articles carried are liable to be stolen, damaged by rain, or breakage, but not to extent to justify difference made in the charge; 9071–9090. 9095–9104. Reduction in price of certain articles may account for high comparative charges made; 9091–9094. When six packages are sent from same house at same time company should only make one general charge, and not six different charges; 9105–9110. Rates charged for teas and sugars are excessive as compared with those of other towns near Lincoln, particularly Sheffield and Gainsborough; gives illustrations; 9111–9114. Firm divides their goods between Great Northern and Midland; gets no advantage from the competition. Explains preliminary statement wherein he says that reasonable rates could not be obtained on account of existing railway monopoly. Reason companies make no reduction for sending a quantity; charged witness as much for bringing 100 chests of tea from London as if they had been 100 different people wanting one chest each, although in latter case 40 or 50 vans would have been employed in the collection. Is not sure that a special rate could have been obtained if living at Gainsborough; would have been conveyed cheaper, there being water competition. Could have had a rebate by delivering and receiving at the station, but not worth while, as the company can cart more economically; 9115–9133. Greater facilities for personally attending the metropolis are given to merchants and tradesmen of neighbouring towns than to those of Lincoln; 9134–9138. 9167, 9168. Does not advocate unreasonable competition; would be a benefit if there were less lines, and Government take some general supervision of railways, and fix a uniform mileage rate; discussion as to whether it would be just to companies, if, after fixing certain rates in their Acts, and upon the faith of which they have spent their money, they should be compelled to reduce them; 9139–9141. 9153–9157. Railway company charge 1*l.* per ton for bacon from Sheffield; can be got from Liverpool, above double the distance, for 18*s.* 9*d.* including cartage; 9142–9145. Lincoln people will not be better off when Midland Company get direct line to London from Bedford; 9146, 9147. Should have same advantages as possessed by towns on main line; 9148–9152. Does not know whether companies would be deterred from making a reduction, if, the moment they did so, Parliament should insist that reduction should be general; 9158–9163. Representations have often been made to companies of the bad classification of goods, and unjust rates as compared with neighbouring towns, but they say that existing arrangements with other companies prevent an alteration being made; 9164–9166. 9172, 9173. There has been no alteration in the classification since railways established; 9169–9171.

SMITH, MR. JOHN—*cont.*

SMITHELLS, MR. JAMES. (*Analysis of his Evidence.*)
Is traffic manager of Lancashire and Yorkshire railway; 12,951. Has read the evidence of the several gentlemen complaining of inequalities of charges from Liverpool as compared with other places; 12,952, 12,953. States that company have spent upwards of 2,000,000*l.* in providing stations and lines in Liverpool; are deeply interested in prosperity of that port; have been and are anxious to develop the traffic, but feel bound also to consider claims of other ports and places. Why low rates are given to Newcastle, Hartlepool, Hull, and Grimsby; discussion as to whether they are to the interest of the company or the public. A uniform mileage rate would have the effect of excluding traffic from ports and places, and would give port of Liverpool and other west coast ports a monopoly of the trade. None of the witnesses have stated that Liverpool rates are excessive; a principle of admitting produce of other ports at low rates has been prejudicial to interest of those towns. Liverpool people would like these low rates raised. Delivers in Table showing station accommodation in acres, and the cost incurred; half the space provided is available for increasing requirements of the traffic. Circumstances which delay the rapid delivery of goods. Reason why terminals are higher in Liverpool. Witnesses in error in saying that 1*s.* per ton is sufficient to cover cost, as in Liverpool alone it is above 2*s.* Pays 1*s.* 3*d.* for general goods and 1*s.* for grain for carting; would be glad if Mr. Clark would undertake it for 10*d.* Gives an explanation as to the through rates complained of between Dunkirk and Liverpool and Manchester; 12,254–12,956. 12,961–12,964. 12,975. 13,027. Hands in map showing accommodation provided for traders in Liverpool; gave 200,000*l.* ten years ago for land upon which to build North Docks station. Land in neighbourhood more valuable in proportion; 12,957–12,960. Rates for timber from Hull are higher than from Liverpool; mileage much less; people look at total amount. Traffic more profitable by the shorter route. Loss incurred in Hull traffic has to be made up upon that of Liverpool, but rate charged is within the Parliamentary maximum. Great good results from giving low rates to Hull and other ports; 12,965–12,974. Gives general traffic in tons of the company for goods, coal, coke, and timber in 1858 and 1864. Traffic very large from eastern ports, and is increasing, but does not increase in a greater ratio than Liverpool traffic; 12,976, 12,979. Denies the truth of Mr. Stead's evidence that company obstructed traffic between Saltaire and Manchester or Liverpool by the Colne route, and explains fully that it is their interest to forward as much traffic as possible; if Mr. Stead has complained, it must have been to the Midland Company who have not forwarded it on; 12,980–12,982. Explains Humber agreement as complained of by Mr. Atkinson and Mr. West, and states that it is not adverse to interest of port of Hull, and that company received a net less amount per ton per mile upon traffic between Hull and Manchester than between Hartlepool and Manchester. As to complaints of inequalities of charges, witness states that rates generally between Hull and Hartlepool, and Lancashire and Yorkshire towns are the same. Benefit that results from Hartlepool rates being same as those of Hull. Have met views of Rochdale traders with respect to goods traffic; are still dissatisfied. Certain complaints were made by Tradesmen's Association of Rochdale in January and May last; some of those of January were found reasonable and remedied, remainder under consideration; the complaints of May unfounded. Explains fully what has been done, and reads correspondence and puts in Tables in support of statement; 12,987. Fares between Manchester and Rochdale are not higher than on other portions of line. Why company did not accede to demand for reduction of fares. Reason low rates are given to Oldham traffic and traffic between Bury and Manchester. Number of trains between Rochdale and Manchester carrying third-class passengers and fares. Thinks it is prejudicial to railway companies to run third-class carriages with all trains. Generally speaking trains to which third-class carriages are not attached run more quickly; those between Manchester and Rochdale and Manchester and Bury are express trains. Gives average distance travelled by passengers, and average price paid; number carried last year. Majority

SMITHELLS, MR. JAMES—*cont.*
of third-class passengers were working men and small shopkeepers; 12,989–13,002. 13,227, 13,228. Explains arrangement entered into between four railway companies and Rochdale canal; was leased for 21 years, and tolls raised; why lease entered into. Mr. Wilson, though apparently against amalgamations, has made two or three attempts to bring about amalgamations of Aire and Calder Navigation with other companies; 13,003. 13,028–13,035. As to that gentleman's statement that where railway company obtains possession of a canal the tolls are raised to a sufficiently high point to prevent traffic passing, witness admits that raising the tolls has had the effect of placing traffic upon railway which probably might have been carried by canal. Finds that traffic can be worked more advantageously upon railway; ultimate result will not be that it will be worth while to hold canal without working it at all. Company carry themselves by canal, and also allow public to carry; tolls fixed by Act of Parliament; do not exceed them; in some cases they are less. The Manchester and Bolton canal is the only one that belongs to Lancashire and Yorkshire Company. Have an interest with other companies in the Rochdale and Leeds and Liverpool canals that have been leased for a term of years. Leases can be renewed; 13,004–13,014. Mr. Wilson is wrong in saying that companies lose upon considerable portion of goods carried upon railways and canals, but make up by profits on passenger traffic. Some of goods traffic unprofitable; motive which induces companies to carry it. Taking it altogether traffic in line not a losing traffic; 13,015–13,026. If uniform mileage rates were adopted on one railway must be adopted on all. Objects to system, as it would drive traffic upon shortest line; 13,036–13,041. Would not object to a uniform mileage where there are competing routes if distance taken as crow flies; discussion thereon; why it would be unfair to adopt the system where route circuitous, and no competition. In many cases, from nature of the country, a direct route between two places impracticable; 13,042–13,046. 13,052–13,059. 13,062–13,069. 13,071. A uniform mileage rate would not be fair in the case of those lines which either cost much or little to make. In fixing fares companies disregard the cost of the railway; in many cases they are lower on the costly lines, because these lines are generally between places in thickly-populated districts; 13,047–13,051. Contends that competition cannot exist if a uniform mileage rate is charged; 13,060, 13,061. Company some years ago applied to Parliament for an advance upon maximum rates, both for goods and passengers, on ground of line being costly and unprofitable. Charge nearly maximum rates from Burnley, Blackburn, Accrington, and Colne. Charge less than maximum between Liverpool and Manchester, and between Rochdale and Bury, Bolton, Oldham, and Ashton, a very low rate. Considerations which guide companies in fixing rates; 13,070. 13,072–13,086. In the case of there being two routes to a place (say London to Cambridge), companies both charge same fare; witness thinks that company should be allowed to charge more to a place short of Cambridge than to Cambridge, providing fare did not exceed maximum allowed by Act, 13,087–13,089. Reason why witness is strongly opposed to any court of appeal or tribunal being established for purpose of modifying rates or investigating complaints, as courts of law, already established, afford ample protection to the public. Do not have very many disputes to settle; majority of cases settled in county court; is a very expeditious and inexpensive process. Company generally acquiesce in decision of the court; is very easy to take disputes respecting rates before county court; 13,090–13,095. 13,097, 13,098. Very few packed parcels forwarded over line; 13,096. Have ledger accounts for the carriage of goods with an immense number of customers; a month's credit given; 13,099–13,101. Company receiving a parcel can only take the carriage upon it to any other station where they have through rates; have them to almost all the important stations; 13,102–13,109. Is a scale for parcels according to distance and weight; 13,110–13,114. In consequence of the immense number and constant alteration of rates and fares it would be impracticable to publish them. Any person applying can learn rate upon any article, and whether it is same as charged to others. Special rates are very seldom given, and then only in exceptional cases such as in the case of a builder requiring stone to be conveyed for building a bridge or viaduct for railway company; is bound to carry for all persons alike where circumstances are the same. Is not necessary that special rates should be published; 13,115–13,129. Explains how it is that there are about 2,000,000 rates; unless uniform mileage rates were adopted, they could not be reduced in consequence of demands of the public; tendency is to increase. Not necessary to publish passenger fares between every station on line. Is not aware that London and South-western do so; reason why it would be necessary to have a great many more classes if uniform mileage rates were adopted; 13,130–13,149. Has no complaints from customers respecting charges for terminals; do not inform them, nor have they any means of knowing what is for terminals and what for carriage. Why witness objects to terminals being fixed by Act of Parliament. Companies are allowed to charge a reasonable sum; public can appeal if they think it otherwise; is not an expensive process; would not be difficult for court to settle; might try case in county court; 13,150–13,162. Cartage does not come within denomination of terminal; the "reasonable sum" applies to station service only, as porters' labour, shunting at station and marshalling trains, putting tarpaulings on goods, and warehousing; 13,163–13,172. Gives terminal charge for goods where maximum rates are imposed, as at Burnley. Collection and delivery are included in Burnley terminal. Do not adopt clearing-house rate of terminal in fixing local traffic. Charge for collection and delivery varies at Liverpool; 13,173–13,181. Considers that interest on capital expended on sidings, rails, sleepers, and land, and also maintenance of that part of the permanent way, ought to be covered by terminal charge; 13,182–13,185. Company has a large amount of excursion traffic; thinks it pays very well; it does not interfere much with ordinary passenger service; occasionally they are less punctual. Issue large number of return tickets, but not to third-class passengers. Difficult to prevent return tickets being transferred; does not think companies would be much injured if transfer allowed, or that people would take them in order to sell them at one end of journey. Does not think it would be better to abolish return tickets and charge a less sum for the single excursion. Convenience of return tickets; 13,186–13,207. Third-class carriages are run morning and evening, and to some places more frequently; is an increasing traffic; second-class traffic also increasing. If greater facilities were given to third-class traffic does not think it would much increase. Why return tickets are not given to third-class traffic. In some cases fares are considerably lower than 1*d.* per mile. Has omnibus competition between Bury and Manchester; 13,208–13,215. A general reduction of passenger fares would not be followed by any gain. Nature of an experiment tried between Bury and Manchester and between Manchester and Rochdale; present impression is that it does not answer; discussion as to whether experiment was a fair one considering that reduction has not been adopted with all the trains to those places; 13,216–13,226. Fares are unusually low; have reduced them gradually, and have always been satisfied with the result; 13,229–13,235. Would not take any dividend if fares were reduced 50 per cent. as company would not be recouped by increase of traffic. Cannot give reduction during last 20 years, but have not reduced them 50 per cent.; gives reduction from 1860 to 1865. Tendency to meet public wishes by reducing; 13,236–13,240. Hopes that provision will come into operation, that where dividend of company averages 8 per cent. for three years, tolls and fares will be subject to revision by Board of Trade, Would prevent company dividing more than 8 per cent. Has not considered how Act might be evaded. Thinks the Act would allow them to convert their mortgage debt into shares, so as to increase their capital and allot it amongst shareholders. Last year's dividend was 5*l.* 7*s.* 6*d.*, a long way from maximum per-centage; 13,241–13,253.

SMOKE FROM LOCOMOTIVES:
Statement from Mr. John Miley in regard to the emission of smoke from locomotives; *App.* Y.

SMOKING:
Suggestion by Bristol Chamber of Commerce that smoking carriages be set apart in each train on principal lines, and that smoking in other carriages be strictly prohibited; *Low* 13,882.

SOLDIERS:
On Belgian railways are conveyed at half-price; *Fassiaux* 3163, 3161.

SOUTH-EASTERN RAILWAY:
Complaint that company will not undertake the delivery beyond their own limits, within a specified time,

South-eastern Railway—*cont.*
of military stores from Woolwich; inconvenience and expense consequent thereon; *Gordon* 13,559–13,633.
Company never refused to carry military stores through, but having no railway at Portsmouth they cannot deliver them the same day or the day following that upon which they receive them at Woolwich. There would be no difficulty in making through arrangements with other companies for Government stores if required, but they have never been officially requested to do so; *Eborall* 16,087–16,101. Coal traffic into company's district is too small to warrant extensive through arrangements, but for ordinary traffic they have them with all the lines; *ib.* 16,102–16,117. With respect to complaints on this subject, witness states that company were compelled to abandon through rates to some stations on account of the very small amount of traffic; *ib.* 16,118–16,121. In one year 15,000,000 passengers were carried by company on 291 miles of railway; *ib.* 16,188–16,191. Very little goods or mineral traffic; *ib.* 16,225, 16,226. Rates higher than on French railways; *ib.* 16,227. Comparison of fares with those of some other companies; *ib.* 16,229–16,232. Unduly heavy amounts paid by company as compensation for accidents; suggested remedy; *ib.* 16,223–16,246. Particulars of rating of railway; *Teulon* 16,434 *et seq.*
See also Gordon.

Special Rates. *See* Rates and Charges, &c., 2.

Special Trains:
A charge so high as to be almost prohibitory is made, to avoid disruption of traffic that frequent special trains would cause; *Page* 15,043.

"Speculative Companies:"
Very objectionable; reasons; *Hancock* 7610, 7611. Capital of companies should all be brought to credit in cash; *ib.* 7621. Owing to desire shown by companies to obtain possession of an entire district, speculative companies get up unprofitable lines on the expectation of their being bought up; *Wilson* 10,113.
Speculative lines projected between solicitor, engineer, and contractor on improper terms, for which there is really no capital, and generally are never intended to be made; *Harrison* 15,313, 15,314. Witness considers these very disreputable; their failure may in the end put a stop to them; *ib.* 15,317. 15,320. Many of these lines are promoted in order to be sold to large companies, who, if they buy them, generally do so at a great loss; *ib.* 15,321–15,323. One good result of amalgamation and of greater experience is that the large companies are beginning to refuse to buy them; *ib.* 15,324–15,326. Fares would now be lower if Parliament had refused many of these lines; *ib.* 15,327.
Speculative lines not on the whole objectionable; *Bidder* 16,744, 16,745. 17,162 *et seq.*
Objections to "contractors' lines;" contractors should never be paid in shares; *Hancock* 7610 *et seq.*
The greatest difficulties in the way of through arrangements between companies are the absurd contractors' lines, which have been forced upon them; *Gooch* 17,509. Witness would like to see the old system of proving subscription contracts revived, to check these lines; it cost Great Western Company 40,000*l.* in 1865 to fight them in Parliament. Large companies have hitherto been too ready to take them up after they have obtained their Acts, but they are making up their minds not to do so in future; *ib.* 17,568–17,570. Attendance of staff of the great companies on Parliamentary Committees to oppose these schemes entails great loss on companies; *ib.* 17,577.

Speed. *See* Expedition.

Spence, Mr. C. S. (Lord Ashtown's colliery agent):
Statement showing some of the disadvantages that senders and consumers of minerals have to contend with in consequence of the regulations of railway companies, with suggestions for the removal of excessive charges, &c.; *App.* O.

Staffordshire Iron Trade. *See* Iron Trade of Staffordshire. North Staffordshire Railway and Canal.

Staffordshire Potteries:
Witness, a large manufacturer, who represents views of Staffordshire Potteries Chamber of Commerce, of which he is chairman, puts in a statement showing injury caused to trade of the district by absence of competition and amalgamation of railway and canal interests, &c.

Staffordshire Potteries—*cont.*
Hollins 11,270–11,274. 11,319. Instances and particulars given of high rates charged, in comparison with other districts; *ib.* 11,275 *et seq.* Previous to opening of North-western railway, charge for conveying earthenware to London was 3*l.* 3*s.* per ton; it is now 30*s.* Rates from Liverpool remain the same, although there is canal communication. North Staffordshire Company have bought the Trent and Mersey canal; they impose high tolls by railway up to junction at Crewe, in order to drive traffic on the canal. High rates are brought up by heavy terminals; no terminals on the canal. Rates charged for clay by London and North-western from Birkenhead to Crewe, and those charged by North Staffordshire railway from Crewe to Stoke. Value per ton of clay and flint; *ib.* 11,320–11,328. 11,334. The public as well as the manufacturers would gain if the latter had two companies to treat with, to ensure competition, and keep rates fair and reasonable. How the four attempts made to introduce competing lines into Staffordshire have been defeated. Bills have passed the Committee of the House of Commons three times. No present intention to renew the attempt. If either line had passed, grievances complained of would have been remedied. Public get the benefit of the Newcastle low rate; Staffordshire Potteries cannot compete with manufacturers there; *ib.* 11,336–11,338. 11,341–11,346. 11,352, 11,353. 11,355, 11,356. 11,387. Reason why North Staffordshire terms offering to reduce rates if a certain competing line were withdrawn were accepted; *ib.* 11,339, 11,340. Reason why it would not be unfair to Newcastle potteries if rates were reduced; *ib.* 11,377–11,379. Witness delivers in table of tolls charged by various canal companies between London and Staffordshire Potteries, which shows that while canal companies to the south have largely reduced their tolls, owing to competition of the London and North-western railway, the Trent and Mersey Canal Company have made no reduction; *ib.* 11,398.
North Staffordshire Railway Company paid but three times the original cost for the Trent and Mersey canal, not nine times, as stated; *Morris* 14,292. Witness denies that company endeavour to force traffic on canal rather than on railway; *ib.* 14,301–14,303. Company's interest is to keep canal charges down; *ib.* 14,307. Statement of rates to Liverpool, in answer to Mr. Hollins's complaints. Table of freights given in, showing reductions over 33 years; *ib.* 14,339. Witness gives in statements of traffic before and after the opening of the North Staffordshire railway, intended to prove "that instead of forcing the traffic on the canal, as "alleged by Mr. Hollins, the weights carried by railway "are constantly increasing;" *ib.* 14,341. Witness gives in table of rates for pottery-ware from Newcastle, Knottingley, and Stoke, also from Bristol, Worcester, and two other places; *ib.* 14,310. Mr. Hollins selected a few only, which suited his argument; *ib.* 14,311. A great many collections and deliveries have to be made for these articles; *ib.* 14,311. Answer to Mr. Hollins's complaint as to carriage of Minton's tiles. Witness is quite at a loss to know why he should complain. Company do their best to develop the district, and have carried on that gentleman's trade to the satisfaction of firm with which he is connected for many years; *ib.* 14,3–2–14,317. Again, Mr. Hollins is in error in stating that company's charges are the same where there is no expense for collection and delivery. Witness is astonished at the number of errors he has fallen into. He has frequently been put right before Committees of both Houses, but still maintains his statements. In 1866 he quotes a table of 1862; "he might just as well have quoted one "of 1797, which would have been just as applicable;" *ib.* 14,318–14,320. Witness gives in an entire list of the original tolls, and the reductions which have since been made; *ib.* 14,320. Company do cartage so reasonably that manufacturers never cart their own goods. For short distances company charge maximum toll and a terminal as well; *ib.* 14,321–14,331. In disproof of Mr. Hollins's complaint that company retard development of district, witness states that he knows of no district that has become so rapidly prosperous; *ib.* 14,340. The census shows an increase in population of these potteries as compared with other potteries which Mr. Hollins states are competing with him; *ib.* 14,351. Considerable increase in the pottery trade in china-ware, but bulk of increase is in earthenware; *ib.* 14,361, 14,362. To induce working population to travel, very cheap trains are run at frequent intervals between the pottery towns; *ib.* 14,353–14,356. Large numbers travel to and from their work by these trains; *ib.* 14,359. 14,363–14,368. Excursion trains from agricultural districts to Manchester;

STAFFORDSHIRE POTTERIES—*cont.*
ib. 14,357, 14,358. Witness strongly advocates lower third-class fares; *ib.* 14,369.
See also CAWKWELL. MORRIS.

STATE RAILWAYS:
Regulations for the working of the Prussian State railways; *App.* CB. Statement laid before the Chamber of Representatives on March 7, 1865, concerning tariffs for passengers and luggage on the railways of the State; *App.* N. Official collection of tariffs for the transport of goods, &c. on State railways of Belgium; *App.* AS.

STATISTICS:
Affecting the value of certain railways in Ireland; *App.* AQ.

STEAD, Mr. CHARLES. (*Analysis of his Evidence.*)
Is a member of the firm of Salt & Co., spinners and manufacturers of alpaca, &c., at Saltaire, near Bradford; 437–440. The four railway companies and the canal companies entered into a lease of the canal tolls, which have since been increased from ¾*d.* to 1½*d.* per ton per mile from Liverpool to Bradford, the railway companies charging the same as the Canal Company; 441. 448. 465. Has more traffic in bringing raw materials than in sending away manufactured produce; 449, 450. Gives instances where the rates have been increased; 451–454 There is no canal to London, goods are sent either by railway or by sea to Hull and Grimsby, and from thence by railway; 455. There were formerly a great number of trading boats and carriers on the canal, but now only those of the lessees. Thinks the Midland Railway Company, which only had about 25 miles to Liverpool, has withdrawn from the agreement; 456–459. 493. 612, 613. Before the combination the rate was lower to Bradford. It is more to Saltaire than to Bradford (four miles less); 459–462. Goods are taken by the Midland Railway to Colne, and thence to Liverpool; 469–471. Saltaire was chosen, as competition was expected between the railway and canal; 472. The canal dues are so heavy, that goods cannot be carried at the old rates; 473. 614–616. The maximum rates fixed by the Act have never been exceeded, but previous to arrangement were only half. Does not really pay double, as an agreement has been made with the railway company; 474–487. There would have been two routes to Liverpool if the two companies had not amalgamated. Are paying more for the carriage of goods, and seriously inconvenienced in point of time; 488–491. 519. The Midland Company has about 46 miles of the Sheffield route—36 from Leeds to Sheffield, and 10 from Leeds to Saltaire; 492–496. The same rate charged for the shorter route as for the longer. Instead of goods going by the loop line from Penistone, they are taken to Sheffield, over the Midland to Leeds, and thence to Saltaire; 497–505. The Lancashire and Yorkshire select the longer route in order to get all the freights. By their agreement this company loses all the Manchester traffic, amounting to 70,000*l.* a year; 506–509. The firm opposed the amalgamation of the two companies; 510–514. There has been no serious difference in the rates since amalgamation. Gives rates to Manchester; 516–518. 520, 521. The carriage does not make a material difference in the price of cotton warps, but the cost is more for wool, oil, soap, &c. Gives the rates at which certain goods are carried; 519–531. After construction of railway, the Canal Company considerably reduced their rates, which advantage ceased upon amalgamation; 532–537. Complains that companies should have the power of leasing canals and amalgamating competing lines, but does not see how Parliament could prevent understandings and agreements being entered into; 538, 539. Before amalgamation the Canal Company paid a good dividend. 100*l.* share has been as high as 800*l.*; 540–542. Shows that if no amalgamation had taken place the rates would have been much lower. Discusses the effect of the amalgamation; 543–550. In consequence of the Lancashire and Yorkshire Company leasing the tolls on the Rochdale Canal, the dues were considerably increased; 551–556, 561, 562. Parliament should compel railway companies to make public intended amalgamations, &c.; 557–560. States cause of delay in the delivery of goods, and gives rates by different routes; 563–583. Suggests that when the company's lease falls out Parliament should prevent a renewal; 584, 585. Rates are lower since construction of railway, but for want of competition the benefit has not been so great as it should have been. Gives illustrations; 586–598. The principal traffic in manufactured goods is from Manchester, and in raw materials from Liverpool; 617–620. Their goods are sent to Bradford in an unfinished state, and are then sent to Hull, London, or Liverpool; 621, 622.
See also ALLPORT, Further Examination (1.) SMITHELLS.

STEAMBOATS:
Railway companies should not be allowed to run; *Sturge* 840; *Atkinson* 965. Witness is of opinion that steamboat traffic across Irish channel is not in a satisfactory state; *Hemans* 3830. Putting on powerful steamers by railway companies in connexion with Irish ports would be beneficial. The London and North-western is the only company that has power to expend capital in that way, and they had considerable difficulty in getting sanction of Parliament; *ib.* 3949–3954. Railway companies participate in property of steamboats between Fleetwood and Belfast, and between Morecambe and Belfast. Not so well managed as they would be in the hands of railway companies; *ib.* 3955, 3956. If Great Western Company had power to put on steamers between Waterford and Milford, the service would be better. Does not know if they applied to Parliament to get this power; general impression that it is difficult to obtain. Shareholders can stop companies from embarking in such undertakings; *ib.* 3957, 3958. 3985, 3986. Would introduce competition between railways and independent steam ship companies; private companies must either improve their accommodation or succumb. The Waterford Company, with their numerous fleet of steamers, and also the Dublin Company, would be able to hold their own against any railway companies' boats. Places to which Waterford Steam Company ply; *ib.* 3959–3967, 3983, 3984. Not sufficient sea service between Waterford and Bristol, *ib.* 3967, 3968. An efficient service similar to that which exists between Holyhead and Dublin would stimulate the export trade all over the country, *ib.* 3969–3982. Would make steamboat traffic between English and Irish ports a combination between English and Irish railways, so as to work together; *ib.* 3970. English companies should be able to put on steamers in connexion with Irish railways, so as not to give an exclusive monopoly to any one line; *ib.* 3972. Might be profitable for a railway company to put on steamers when it would not pay a private company. Is not aware of any difficulty in the way of through rates between Waterford and Wales; *ib.* 3973, 3974. Places where it would be advantageous to establish steamers in connexion with railways where they do not exist, or are insufficient; discussion thereon; *ib.* 3975–3981. 3989–3992, 3994. Difficulties in the way of companies indirectly establishing boat communication; *ib.* 3993. Thinks Midland Company are only interested in the boats from Morecambe to Belfast; *ib.* 3995, 3996. Would establish a system of through booking from every port in Ireland to every port in England. There is booking through Dublin and may be some in the north, there is some also by Waterford, but service is not good; *ib.* 3997–3999. Passage from south of Ireland to Fishguard; *ib.* 4000, 4001. Compares difference in point of time and distance, supposing there was a good sea service between Waterford and Milford, of a journey from London to south of Ireland with route by Holyhead and Dublin; *ib.* 4002–4006. Could hardly expect boats of equal power and speed to those running between Kingstown and Holyhead; *ib.* 4007–4010.
Great Midland Company have an arrangement with Great Southern and Western Company by which steamers are prohibited from plying upon any navigation; *Ennis* 4211. Opposition of railway and steamboats between Dublin and Cork; *Haughton* 4670. Interests of London and North-western Company injured through diversion of Irish traffic to suit Irish steamboats; *Cawkwell* 5058 *et seq.* Steamboats run by London and North-western Company; *ib.* 5118–5120. Instance of steamboats purchased by a railway company and kept idle to prevent competition; *Perry, H. R.* 6863.
See also WATER CONVEYANCE.

STEEL:
Advantages of use of, in construction of engines; *Sturrock* 17,832 *et seq.*

STEEL RAILS:
Cost of, as compared with iron, 8*l.* or 9*l.* to 13*l.* or 14*l.* London and North-western are now trying some. An important question, but not yet solved; *Clarke* 12,932–12,936.
Witness think that the most likely way of reducing working expenses will be by the use of steel rails; *Eborall* 16,220.
Steel rails are superior to any other, and should be adopted wherever traffic is large; *Bidder* 17,039. Cost

STEEL RAILS—*cont.*
is about 13*l.* a ton, and they are practically indestructible; *ib.* 17,087, 17,088.
Discussion of effects of use of steel rails on cost of working; *Gooch* 17,401–17,411. Advantages of use of steel rails; *Sturrock* 17,837, 17,838.

STEWART, MR. CHARLES EDWARD. (*Analysis of his Evidence.*)
Was secretary to London and North-western Railway Company for nearly 20 years; ceased to be so at commencement of this year; has never been connected with any other railway; 14,662, 14,663. Accompanied a deputation from North-western board in 1863 for purpose of inspecting some of the principal stations in Paris and Marseilles; 14,664. First-class passengers in England travel long distances at a greater speed and at about same fares as in France; by ordinary and third-class trains French rates are lower. Rate of speed of express trains in England and France. Stoppages more frequent in France; reduces speed by about four miles an hour; actual speed while train in motion much less than in England; 14,665–14,673. Weight of luggage allowed in England and France. Gives fares, weight of luggage allowed, and number of trains a day, from several places in England and France, which shows that second and third-class passengers are much better off in France than in England. Thinks that in consequence of there being generally no arrangement as to return tickets in France, English people who can avail themselves of these tickets travel cheaper. In what way there is a greater accommodation in France. First-class carriages on Great Northern and North-western are quite equal to those of France; not much superiority in the second-class carriages; did not observe the third. Extra luggage in France charged according to distance; 14,674–14,688. 14,699, 14,700. Gives average speed of trains between certain places in England and France; third-class about the same; in advance of the French as to first and second; 14,689–14,692. No third-class trains between Glasgow and Aberdeen; third-class passengers are carried by the nine o'clock fast trains. On continent a third-class passenger would not be allowed to travel by express trains; 14,693–14,698. States French system as to time allowed for delivery of goods; if same system in England, would be five days allowed from London to Birmingham; the broad-wheeled waggons used to take three days; 14,701–14,703. Cannot speak as to the goods rates in France as compared with England; they have a different charge for light goods; practically same in England; 14,704–14,708. Thought French mineral rates moderate, but very difficult to compare them with the English; 14,709, 14,710. French Government have lent great aid to railways. English railways represented by a system of unrestricted competition, in France system based on monopoly regulated by State, who exercise a direct control of railways. Power of the minister as to alteration of rates; differences between companies are submitted to him; 14,711–14,716. Does not know whether French railways are effected by water competition; 14,717. French government guarantee the railways, and have a reversionary interest in nearly all; several Parisian railways not under Government control; 14,718–14,720. 14,724. Original French railways pay much better now; those recently constructed are likely to be a burden to the Government; 14,721–14,723. None of the French railways entirely in possession of the Government; boards of managers similar to boards in England; 14,725. An establishment of railway monopoly would not be to interest of public or shareholders; course matters take when companies compete, and ultimate effect competition has upon the rates; reason North-western abandoned express fares throughout whole system; has been an advantage to public and no injury to company; 14,726–14,731. 14,735, 14,736. Higher charges were continued by mail trains to Chester by Irish express; 14,732–14,734. Public derive advantage from having two different lines between same point when trains start at different hours. Discussion as to whether, by companies competing between valuable points, such as between Birmingham and London or Manchester or London, they do not sacrifice the convenience of intermediate places; on the whole advantages have resulted from competition; 14,737–14,745. 14,755. Why free trade as applied to railway system would be impracticable. Reason why in 1851 witness advised a reduction in rates; reduction not made; did not advise a uniform mileage rate; 14,746–14,754. 14,783–14,785. If competing lines had not been made, companies would have been in a position to make considerable reductions in the rates; doubts whether there would then have been the same economy in the working. Parliament might have insisted that with every increase of dividend there should follow a reduction in rates; is not aware that Parliament possesses authority to reduce rates at any time, irrespective of dividend; discussion thereupon; 14,756–14,759. 14,762–14,764. 14,767–14,777. Under what circumstances moderate charges are more profitable; 14,760, 14,761. Has heard that principle was laid down in first Liverpool and Manchester Act that when dividend amounted to 10 per cent. a corresponding reduction should be made in the rates; does not know whether principle has been evaded; 14,765, 14,766. Companies coming before Parliament with agreements for exchange of specific rates and terms are looked upon with suspicion, as if scheme must be injurious to public. With regard to railway legislation, would much prefer having a permanent tribunal of the highest character appointed either by Parliament or the Crown, who should have power to sanction the making of new lines, subject to veto of Parliament; question discussed; 14,778–14,782. 14,845–14,860. How a considerable reduction might be made in the cost of working railways; 14,786–14,793. 14,829–14,832. If all railways belonged to one proprietor, waste in the cost of working would be prevented; 14,794. Should aim at having competition between markets by means of railways rather than between railways; 14,795. Gives statistics showing increase per cent. in receipts from merchandise and passengers from 1850 to 1864, which shows that a great increase has taken place in mineral and second and third class traffic. Thinks increase upon third class is capable of being still further enlarged. A reduction of second and third class fares should be left to judgment of managers; must depend upon local circumstances. Result of an experiment tried between Shrewsbury and Wellington; 14,796–14,801. Station masters are now all charged rent; 14,802, 14,803. Is in favour of a general reduction only at certain seasons of the year. Permanent low fares in an agricultural district would not be beneficial to companies; are as low as they should be. If matters left to themselves, second and third class traffic will largely increase; 14,804–14,808. Why proper arrangements between companies for the forwarding goods and passengers are not made. Not more delay at junctions than could be justified. Exception now for one company to make arrangements on purpose to inconvenience another; 14,809–14,811. Through booking now generally adopted, would be great jealousy if it were made compulsory; mentions a case that occurred illustrative of evils that might arise if compulsory through-booking established; 14,812–14,815. Amalgamation might be carried further with great advantage; why it should be done while railways are in a tolerably prosperous condition; mentions course pursued by Shrewsbury and West Midland lines to force Great Western to purchase them; these lines had attempted to amalgamate previously; 14,816–14,820. States that in order to send through carriages to certain towns accommodation is provided in the trains for nearly three times the number that actually go; cost of conveying empty carriages nearly as great as full. Would not suggest anything like filling up the carriages; public fee the porters to keep places. Has very small intermediate traffic. Express trains have generally fewer unoccupied seats; 14,821–14,828. 14,833–14,837. Carriages are put on at the discretion of station master. Waste arises from having to send carriage to so many points; would be avoided if passengers would change at branch lines; so doing would tend to greater punctuality; 14,838–14,840. Carriages are dropped on North-western; no means devised to take up a carriage; 14,841–14,844. General opinion that considerable advantage has arisen from appointment of referees before whom Bills are now taken; 14,861, 14,862. Believes that a much larger amount of railway accommodation will be hereafter required by country; not much room for additional through communication, but for cheap single lines between points throughout country. A larger amount of accommodation could have been afforded from expenditure incurred if duplicate lines had not been granted or lines had been made less costly; 14,863–14,867. 14,872. A narrow gauge has been suggested for the hilly parts of Wales, but inconvenience would arise from break of gauge; in Wales there is a 2-feet gauge which does very well for slate quarries; have them also in India and Australia; 14,868–14,871. Causes which operate in preventing companies making additional lines which public convenience really requires. Was an agitation about three years since among the North-western shareholders, when dividend decreased, to

STEWART, MR. CHARLES EDWARD—*cont.*
stop all expenditure; decrease in question not due to expenditure of capital, but abstraction of traffic, reduction in receipts, and an increase of expenditure; 14,873–14,876. Working expenses on North-western were formerly 27 or 28 per cent. are now 46 or 47; every 10 per cent. effects dividend to amount of 2½ per cent. Believes that a reduction of 10 per cent. might be made upon general working expenses throughout the kingdom; or a total saving of 3,400,000*l.* Result would be either that charge to public could be considerably reduced or dividend considerably augmented; would like to divide the advantage. Cost of conveyance of minerals could not be reduced so much as passengers. Coal traffic worked economically and on commercial principles; would like to see same principle extended to conveyance of passengers and goods; 14,877–14,884. 14,900–14,908. Thinks evils of competition have for some time outweighed the benefits; is also the opinion of the old companies and public who understand question; 14,885–14,888. A reduction from three to two classes would not materially affect amount of waste room in a train; would not be advisable to do so; 14,889–14,891. Inequalities of rates would come more under notice of manager than secretary; 14,892. Why uniform mileage rates would be inadmissible; discussion thereupon; 14,893–14,899. Cannot give any information as to rating of railways; 14,909, 14,910.

STOCKTON AND DARLINGTON RAILWAY:
Company is amalgamated with North-eastern Company, except as to management; *MacNay* 13,962. Share of management respectively held by each Board; *ib.* 13,972–13,980. 14,056–14,059. On main part of the line, there are about 14 passenger trains each way daily; none but mail trains on Sunday; *ib.* 14,019, 14,020. Company carry about 1,000,000 passengers annually; particulars of fares; proportion of labouring population who travel; *ib.* 14,003–14,009.

Mr. Wooler is mistaken in supposing that directors or other parties connected with company have any facilities not shared in common with all the company's customers; *ib.* 13,966–13,969. Mr. Wooler's trade has increased more than that of any one else on the line; *ib.* 13,970. Manner in which complaints are investigated; *ib.* 13,971. Originally rebate was allowed to coal owners who sent large quantities, though even then smaller ones could unite and get the benefit of it, but system is now abolished; *ib.* 13,981–13,987. If a colliery owner applied for a lower rate, with a view of endeavouring to obtain a large foreign connexion, company might listen to him; *ib.* 13,988, 13,989. Answer to Mr. Wooler's complaint, as to being prevented from sending coke to Glasgow; *ib.* 13,990–13,993. Company charge ¾*d.* per ton per mile for coke, and find the waggons; *ib.* 13,993–13,995. Company adhere to same rate for coal and coke, though a waggon that carries 3 tons of one will only carry 1¾ of the other; *ib.* 14,012. Dividend paid by company; *ib.* 14,013. Answer to Mr. Wooler's complaints as to supply of waggons, and principles on which company act in this matter; *ib.* 14,016–14,018. Denial of Mr. Wooler's statement, that company give undue preference to other colliery owners, and that "mineral manager was part owner of a colliery," he having quitted company's service about that time; *ib.* 14,021–14,024. 14,027–14,031. No objection to an officer of company being part owner in a colliery, as they would not give him any undue preference; *ib.* 14,025, 14,026. Witness thinks that Mr. Wooler has got more than his fair share of business; companies "should have a view to equality" between their customers; *ib.* 14,032–14,036. Impracticability of coal owners providing their own waggons, and advantage of company doing so; *ib.* 14,033–14,039. Company have about 17,000 or 18,000 waggons, those of 8 tons being the largest, and are still increasing the number; *ib.* 14,041–14,043. 14,048. Purposes for which the various sized waggons are used; *ib.* 14,043–14,047. Although several of the directors are interested in collieries, they get no undue preference; *ib.* 14,050–14,056. Explanation as to Mr. Wooler's complaint regarding short supply of coke for furnaces in the winter of 1860, to the effect that the frost was so severe that there seemed a danger of a panic at York for want of coals for the poor; *ib.* 14,060–14,065. Company's traffic is gradually increasing; quantity of minerals carried annually by them; *ib.* 14,066–14,069. Company have various rates; reasons for this; the ¾*d.* per mile named above, includes terminals; this sum refers chiefly to coal for iron making; the charge is higher for household purposes; *ib.* 14,070–14,088. It would be difficult to publish rates, but practically any one can know them

STOCKTON AND DARLINGTON RAILWAY—*cont.*
who wishes it; notice is given of alterations; any special rate granted to one would be open to any other; *ib.* 14,089–14,906. A good deal of iron carried by company; *ib.* 14,098–14,100.

STRIKES:
Materially affect passenger traffic; *Harrison* 15,216–15,218.

STURGE, MR. CHARLES DICKINSON. (*Analysis of his Evidence.*)
Is a corn merchant at Birmingham, extensively engaged in foreign grain; 773, 774. Railway companies should not have the power of diverting traffic; the London and North-western Company, by raising their rates, diverted the corn trade from Gloucester (the natural port) to Liverpool, and having the control of the canal, no cheaper transit was available by that conveyance; this for a time much injured the Birmingham trade. The opening of the West Midland line, however, brought the rates down to the old level; but a combination might at any time raise them again; 775–784, 805, 806. Railways having compulsory powers to take land, witness thinks they should do their utmost to increase the value of the property through which they pass. The Great Western Company having given better local accommodation than the Midland, has increased in value the property near it; 785–804. The terminal charge at Gloucester should be less than at Liverpool, as the merchants there load the trucks themselves; 807–814. Witness believes it to be of little use for private persons to oppose railway bills, as the expense is enormous, and the chance of getting restrictive clauses inserted but slight; whilst on the other hand, when local interests require a new line, there is the greatest difficulty in obtaining it if opposed by one of the great companies. In illustration cites the case of the line from Birmingham to Stourbridge; 815–838. Witness objects to railway companies owning dock or steamboats, that being a temptation to divert traffic; 839–843. Uniform mileage rates should be compulsory over every complete railway, and, if practicable, throughout the country. There should be some body to whom an appeal would lie, to ensure the carrying this out; this body might also have power to modify rates and terminal charges under special circumstances; 845–867. Companies might be allowed to reduce rates uniformly over their whole system; 868–873. Where two companies run between the same places, one line being longer than the other, the rates might be allowed to be the same; 874–877.

See also ALLPORT, Further Examination (1.) GRIERSON.

STURROCK, MR. ARCHIBALD. (*Analysis of his Evidence.*)
Is locomotive superintendent of Great Northern Railway; 17,764. States various elements constituting cost of running trains in the locomotive department. Cost of engine greatly determined by the amount of work it does. On Great Northern average for 10 years for working, maintaining, and renewing an engine has been 8¼*d.* per train mile; increased in 1865 to 9½*d.*; this sum does not include interest on original cost of engine; increase mainly due to rise in price of labour and fuel. Great Northern are gradually giving up coke and taking to coal; 17,765–17,784. 17,789–17,792. 17,865. Price of engines increased owing to the great demand for them; 17,785, 17,786. Everything expended upon an engine after it has once been purchased by capital, and money expended for new engine, is charged to revenue; 17,787, 17,788. Difficulty in keeping the accounts so as to be able to separate cost of engines for passenger trains from those of goods and minerals trains; gives cost of each on two lines and in London district; 17,793–17,800. How train mileage calculated on Great Northern; why it is very difficult to form any comparison between railways; would not venture to make an average for all the railways in England; 17,801, 17,802. 17,808–17,814. Engines run 200 miles a day on main line for four or five days each week, which is above the average of other companies; are never more than two days in the shed per week. Goods engines run about 24,000 miles a year; is not economical to run them more than 20,000; they have to spend some months each year in the workshops and sheds; 17,803–17,807. 17,818–17,823. Disadvantageous for companies to contract for locomotive power; 17,815–17,817. 17,828, 17,829. Great Northern practically turn out a new engine every week. Have now about 437 engines, will very soon have 453. An engine should be replaced every 10 or 12 years. Purchase all the new

STURROCK, MR. ARCHIBALD—*cont.*
engines; can only repair and rebuild the old ones; 17,824–17,827. 17,830, 17,831. Are using steel tires in the engines; believes they will last twice as long as iron. An express engine on Great Northern wore out a pair of best iron in 40,000 miles; have got 112,000 miles out of steel; both of them were turned twice; price of each per ton; 17,832–17,836. Have had some steel rails laid down; are told that result is favourable; particular steel used; requires more careful manipulation than iron in applying it to wheels; 17,837–17,841. Are using steel axles, which are preferable to iron; average life of an iron crank axle; precautions taken to prevent accidents from breakage of axles; 17,842–17,845. Are trying steel tires to the tenders; have not yet put them on to the carriages, but believes they will be applied soon; 17,846–17,849. Use of steel will reduce cost of working railways. In what way economy of working passenger traffic would be effected if French system of massing the trains and passengers were introduced; 17,850–17,854. Speed adds very largely to the cost of running trains; thinks a difference between 30 and 40 miles an hour would make a difference in the cost of an engine of 1*d.* to 1½*d.* per mile, and would increase cost in every other account; 17,855–17,857. Reason why witness thinks that cost of locomotive power in France and Belgium (now often greater than in England) will be reduced; 17,858–17,864. Cost of working a carriage and waggon per mile on Great Northern; what cost includes; 17,866–17,871. Cost of a coal train of 35 vehicles about 9½*d.* per mile, or with engine and vehicles about 1*s.* 3*d.*, which sum is equal to 2*s.* 6*d.*, as they run one way empty. Coal trucks a more expensive article than ordinary trucks. Speed of coal trains much more than 20 miles per hour; about 15 the most economical. Coal trains could be worked much cheaper if there were not passenger trains on same line; difference this and reduced speed would make in the carriage of coal per ton per mile; 17,872–17,878. Number of tons carried by coal trains. By making use of tender have increased load 100 tons; have 50 of these tenders at work; would not recommend plan where gradients are as bad as 1 in 200. Length of train witness considers manageable; 17,879–17,887. Loose coupling of waggons quite unavoidable with goods traffic. Goods trains have generally full loads; those called "picking-up trains" necessarily start with light loads; 17,888–17,890. Reason witness thinks that there is no prospect of any reduction in number of goods trains; 17,891, 17,892. Gives figures showing increase in the various items of cost in the year 1865, due in a great measure to rise in price of labour; 17,893–17,896. Cannot give any information as to average number of miles run by carriages and waggons, but it is a comparatively small mileage; 17,897–17,899. Would be a great advantage if all the railway companies were to furnish their returns on same principle; thinks there would be some difficulty in getting their different officers and accountants to agree; such a plan has never been attempted by the managers; general tendency to a better understanding by railway companies on these points than there used to be; 17,900–17,906. Thinks competition for convenience and accommodation is as great as ever it was, but competition from difference in charge not quite as fierce; 17,907–17,911. If Great Northern were to reduce number of carriages there would instantly be a reduction in traffic; 17,912. Hands in various tables showing "Cost of working a train of 16½ " mixed vehicles a mile on Great Northern Railway to " end of 1865." "Statement showing cost per train " mile for locomotive power from 1st January 1856 to " 31st December 1865." "Cost of repairing carriages and " waggons, 1852 to 1865 inclusive." "Value of Great " Northern rolling stock, &c. &c., and estimated value " of shops and sheds on 31st December 1865." "State- " ment of cost of maintaining road, coaching and mer- " chandise, traffic expenses, &c. &c." "Statement show- " ing cost of working trains of various sizes and descrip- " tions." "Calculations showing the cost of hauling a " train of coals with an ordinary engine compared with " an engine fitted with an auxiliary tender;" and " Relative cost of engine with ordinary auxiliary steam " tender;" 17,912.

SUBURBAN DISTRICTS:
Comparison of the railway service in France and England between the metropolis and various suburban districts; *App.* DM.

SUGAR:
Railway charges for carriage of, to and from Liverpool, as compared with other places; *App.* A.

SUGAR REFINERS:
Memorial of, and others interested in the commerce of London, to the chairman and directors of railway companies connected with the Metropolis; *App.* CQ.

SULLIVAN, MR. WILLIAM KIRBY. (*Analysis of his Evidence.*)
Is professor of chemistry to the Museum of Irish Industry; 1925. Has directed his attention to Irish railways generally, and to the transport of mineral products specially; 1926–1928. High rates and fares charged in Ireland are injurious to trade, and a reduction would greatly benefit mineral and agricultural produce; gives opinion as to results that would follow such reduction, and quotes rates charged by the Dublin, Wexford, and Wicklow Railway Company to the Wicklow Copper and other mining companies; rates in some cases 50 to 72 per cent. of the total value of the produce; 1929–1939. 1944–1950. The mining company have complained to the railway company of their high rates, but no reduction made. The mining company pays a high dividend,—the railway company 4 or 5 per cent.; 1940–1945. Limits of production in mines referred to will not be reached for many years, and were rates reduced the quantity of ore sent would be trebled. Thinks iron ore could be sent by ship for 3*s.* per ton at a profit; 1951–1953. Difficulties in the way of mining company's making a branch line to one of the railways; 1954, 1955. Particulars of market value and cost of raising certain ores; 1956–1971. If coal could be had at a moderate price the ore would be made into oxide; most of the ochre found runs into the river; 1972–1974. If the ore had been carried at half the rate it would have yielded a profit of 5 or 6 per cent. to the mining company, and slightly increased the dividend of the railway company; 1975–1977. The working expenditure on the Waterford and Limerick line for part of 1863 was 301·39*l.*; 1978, 1979. If rates were reduced one half, mines should contract to send a certain quantity, and inasmuch as the railway would carry full loads and bring back coal, there would be no additional expense; 1980–1984. By having a railway wharf at Limerick the ore could be sent at a reduction of one-third. Is not aware of any wharves having been proposed at Waterford, Cork, and Limerick; 1985–1987. If railways to the south of Ireland were amalgamated, it would pay to make a branch to the mines; saving that would be effected; 1988–1990. Inexpedient for Great Southern and Western to carry the ore to Cork, with a view of shipping it. Reasons why railway have never proposed to mining company to take their ores to Dublin; 1991–1994. Sulphur chiefly exported to Liverpool; route by which it might be sent; 1995–1997. Reasons why rates for minerals are higher on Irish than on English lines; 1998–2000. Waggons always found by the Irish railway companies; 2001. Port of Wicklow better than Arklow; 2002, 2003. Before railway constructed sulphur was carried by ship. Competition in sulphur; supply from Sicily diminishing; large chemical trade carried on in pyrites (from which sulphuric acid is made), used in the large bleaching works in Dublin; 2004–2010. A large district at Boyle containing iron ores and a coal-field not worked in consequence of the high rates. Unsuccessful attempt made to send clay and ironstone of superior quality to England; 2011–2015. Communication between railways of Dublin and quays will remove objections. Difficulty in getting several boards of directors to agree to any change; 2016–2018. Steady decline in passenger and goods traffic in proportion to increase of mileage upon all the Irish lines, which may be attributed to high rates; conflicting opinions prevent reductions; 2019–2026. 2048. Wicklow line have reduced rates, and contemplate a considerable further reduction; 2027–2030. Difficulty of dealing with various interests might be obviated by having one central administration for Ireland. Upon reduction of fares there would be a temporary loss, but this might be met by a decrease in expenses; 2031–2033. Cost of management not large, and traffic as a rule well conducted; quotes working expenses; 2035–2039. Possibility of as great a development of passenger and agricultural traffic as of mineral; good results that would follow reduction shown; rates for passengers and for certain agricultural produce; 2040–2047. 2049–2073. Unequal rates between town and town. Goods can be sent from Dublin to Belfast (111 miles) cheaper than to Newry (70 miles), there being competition by sea to Belfast; rates to Belfast profitable to company; earnings on certain lines; 2074–2082. Rates unequal on the Cork and Limerick line when there is no sea competition; charges to different places for butter, coal, and turf; 2083. One source of increase of traffic in Ireland will be from coal; in 1825

SULLIVAN, MR. WILLIAM KIRBY—*cont.*
it was 750,000 tons, it is now more than 2,000,000, and witness estimates that in 4 or 5 years it will be 4 or 5 millions. Thinks consumption of turf will increase, and that it will rise in price; one ton would occupy the space of six tons of coal; 2084–2089. If rates were reduced there would be an increase in the cattle trade. No cattle now carried on the Bandon line, rates having been raised. Particulars of practice adopted by the Great Southern and Western Company, as to rates for carrying cattle and fish. Desirability of passenger half-fares; 2090–2096. Believes traffic has not decreased upon the substantial lines. Decrease attributable to undeveloped branches; 2097, 2098. Cattle traffic between Navan and Dublin, &c.; variation of rates; 2099–2101. Cattle rates not reduced on the branches to Belfast, Newry, Dundalk, and Dublin; on one they are increased. Cattle to be profitable must be carried at low rates; 2102–2106. General feeling that it would be advantageous to place all the lines under one management. Good effects would follow amalgamation, even if rates were not reduced. Thinks same principle should be applied to railway traffic as is applied to the valuation of land in Ireland; mode of application; discussion of this question; 2107–2119. Reductions which are necessary for development of coal traffic; 2120. Growth of flax, especially in the Midland districts, might be stimulated by low rates; disadvantages under which the cultivation labours; 2121, 2122. Reasons why amalgamation into one company would be beneficial on the future extension of the railway system of Ireland. It might be advantageous to a district if two lines competed for a certain time and then amalgamated, as in the case of the Grand Canal; 2123–2127. Undue pressure of cost of carriage upon the poor lands of the Irish farms; 2128. A fat bullock can be conveyed from Normandy to London for less than from Limerick to London; 2129. Recent case of a large agriculturist making arrangements to drive his cattle to Dublin rather than employ railway; 2130–2133.

Memoranda on foreign railways; *App.* AE. Memorandum on the coal trade of Ireland; *App.* BL.

SUNDAY TRAINS:

Inconvenient arrangement of, at Rochdale; *Blackburn* 1333–1339. The first intimation company had of this was from seeing Mr. Blackburn's evidence; additional trains have been since put on; *Smithells* 12,987.

In Ireland a Sunday train is run morning and evening; they do not pay on long lines; *Hemans* 3730, 3791. Cheap Sunday excursion trains between Cork and Limerick; *Haughton* 4689–4691.

None but mail trains ever run on Stockton and Darlington Railway; *MacNay* 14,020.

SWITZERLAND:

Switzerland quoted to show how retail trade may be stimulated by a cheap parcels post in connexion with cheap telegraphy. If the Swiss system were adopted in Manchester the business of some of the larger houses would be increased tenfold; *Chadwick* 17,243. 17,253. Discussion of comparative advantages of English and Swiss systems of conducting telegraph business; *ib.* 17,254–17,258.

T.

TARIFFS:

Statement laid before the Chamber of Representatives on March 7, 1865, concerning tariff for passengers and luggage on the railways of the State; *App.* N. Official collection of tariffs for the transport of goods, finances, equipages, horses, and cattle on the State railways of Belgium; *App.* AS.

TAXATION:

1. *National.*
2. *Local.*

1. *National:*

On Irish railways heavier than on English; *Dargan* 5610. Proposed, to meet loss from reduction of fares; *Barrington* 7166 *et seq.* Passenger duty 5 per cent. on English railways; none on Irish; *Forbes* 1674–1676; *Hemans* 3881.

Fares throughout the country should be reduced to one-third their present amount, which would be equivalent to a reduction of 24,000,000*l.* of taxation; *Galt* 7349. 7430. If Irish railways purchased by Government, Imperial Exchequer should not suffer; *Hancock* 7648, 7649;

TAXATION—*cont.*

1. *National*—cont.

Galt 8506. Nobody in Ireland would object to a penny income tax to obtain better management and reduction of fares; *ib.* 8485.

Passenger duty for six months of 1855 on six companies having termini in London amounted to upwards of 225,000*l.*; *Teulon* 16,490.

Trunk lines might be economically aided out of the public taxes; *Chadwick* 17,266. It would be worth while to pay an increased income tax, though witness does not believe it would be necessary, in order to obtain reformed general rates; *ib. Addendum, page* 855.

Government duty on passenger receipts on Great Western Railway for 1865 amounted to 1·12*d.* per mile run; rates and taxes 1·10*d.*; *Gooch* 17,316, 17,317.

If Government purchased Irish railways and lost unexpectedly in consequence, an Irish income tax might fairly be laid on to indemnify them; *Harrison* 15,395–15,397.

2. *Local:*

Parochial rates paid by South-eastern Company in the year 1855 in 151 non-metropolitan parishes amounted to 26,371*l.* 11*s.* 10*d.* (equal to 3*s.* $1\frac{29}{105}$*d.* in the pound), whereas had the land remained agricultural, 723*l.* 6*s.* 8*d.* only would have been paid; in other words the company has been taxed for an excess of 25,648*l.* 5*s.* 2*d.* over what land would have come to if it had remained agricultural; *Teulon* 16,434–16,439. Other statistics quoted and statements made to show that railways are exorbitantly rated; that inhabitants of parishes get unduly benefited at expense of companies; *ib.* 16,440–16,449. The grievance is, that railway companies are rated on their profits, which no one else is; any other party is rated according to value of property occupied, irrespective of whether his profits are 5*s.* or 500*l.*; *ib.* 16,450–16,452. 16,475–16,478. South-eastern Company have frequently appealed to quarter sessions, but never to superior courts, as they have decided that rates should be upon traffic passing through the place; *ib.* 16,453–16,456. 16,464. 16,492, 16,493. This decision has arisen from custom, not by statute law; 16,467, 16,468. Case in which witness discovered that South-eastern Company were grossly overcharged for church rate; *ib.* 16,456. In one parish, in which they have no station, they pay $2\frac{1}{4}$ per cent. of the rate. In another, where land at one time was not worth 12*s.* an acre, line is rated on 3,150*l.* per mile; *ib.* 16,459–16,462. Witness thinks that railways should be rated only for the value of the land they occupy, and refers to clauses in Acts of Parliament which he considers a precedent for this; *ib.* 16,463. 16,466. Railway companies should be treated same as, for instance, a carrier, whose income is derived probably from all the places he passes through, but is rated, not on his traffic, but for the premises, &c., which he occupies; discussion of this point; *ib.* 16,470–16,472. Witness never knew a line not rated, although he has known some which paid no dividend; *ib.* 16,473, 16,474. Besides frequently reducing poor rates by being considerable employers of labour, railways pay large proportion of rates of many parishes they pass through, and enhance the value of the land; instances of the latter; *ib.* 16,479–16,487. Witness will put in a return from London, Brighton, and South Coast Company of number of parishes, amount of rates, &c. From published statements of six railway companies having termini in London, the rates for six months of 1865 amounted to 299,177*l.* 10*s.* 9*d.*; passenger duty for same period was 225,266*l.* 15*s.*; *ib.* 16,489, 16,490. Witness is not aware of any difference in principle of rating throughout the country; *ib.* 16,496–16,498. Discussion as to data upon which rating is founded; *ib.* 16,500–16,503. Railways have not all been made with a full knowledge of what they would be liable to; *ib.* 16,504. Principles upon which present system of rating could be improved; *ib.* 16,505–16,509. Though dividends of some lines have fallen considerably, witness does not think that rating has been reduced; *ib.* 16,510, 16,511. Whether a reduction of fares would be made if railways were relieved from rates and taxes would be a matter for consideration; *ib.* 16,512–16,515. Witness does not suppose that the large proportion of rates paid by companies has led to their being used extravagantly; *ib.* 16,519–16,521. Rates on canals; *ib.* 16,522. In early times railways felt rating a great grievance; they are now used to it; *ib.* 16,523. In illustration of parts of the foregoing witness hands in the following papers:—South-eastern Railway; Statement of Rates, Taxes, Duty per Mile, and Rates per Acre; Statement of Amount of Parochial Rates

TAXATION—*cont.*

2. *Local*—cont.

paid for year ending December 31, 1865. Statement of Rates, Taxes, and Government Duty paid by several Railways for six months of 1865. Table of Gross and Rateable Value, Acreage, &c., in the parish of Limpsfield, Surrey; *ib.* 16,585.

Nothing can be worse than the law as to parochial rating of railways; state of things however cannot now be interfered with, but amount should be kept within present limits, and corresponding advantages exacted for the public. Payments, if made at all, should go to the State. Highly unsatisfactory manner in which assessments are now made. Companies should be liable only for rates of property which they take; *Bidder* 16,851–16,858.

Suggestion for making branch railways by means of local or county rates; *Chadwick* 17,266–17,268. Parochial taxation upon railways might be abolished with advantage; *ib.* 16,298, 16,299.

Earnings of a railway are the proper basis on which parochial rates should be assessed; *Gregory* 17,659.

TELEGRAPHING TRAINS. *See* TRAFFIC ARRANGEMENTS.

TEULON, MR. SEYMOUR. (*Analysis of his Evidence.*)

Was for 12 years a director of the South-eastern railway; 16,433. His attention has been called to subject of rating of railways. Has prepared a statement showing amount paid in the year ending 31st December 1865 by South-eastern for poor's rates, highway rates, and church rates, and quotes figures showing that after deducting for metropolitan parishes the amount paid by this company was upwards of 25,000*l.* more than the land would have produced if it had remained agricultural land. Witness lives at Limpsfield; employs a carrier to fetch goods; charges rather more than railway; reason it is more convenient to employ carrier. Gives statistics showing that although net rateable value in Limpsfield is 12*s.* 4*d.* per acre, railway is rated at upwards of 57*l.* per acre. To what extent land in Limpsfield is benefited by railway. Railway should not be rated upon the profits made; the carrier, although in competition with railway, is only rated upon his house and stables, and not upon his profits; discussion thereupon; 16,434–16,452. 16,475–16,478. South-eastern have frequently appealed against rating, but not to a superior court; is an expensive process. Principle laid down by superior courts as to rating of railways. Mentions result of an inquiry made into a claim for upwards of 16*l.* for church rates for Edenbridge parish; railway only goes about three miles through parish; 16,453–16,459. 16,466. 16,469–16,474. 16,492, 16,493. 16,520. States that parish of Colesden is rated at 3,150*l.* per mile for land, which at one time would not have been worth 12*s.* per acre; railway goes two miles through the parish; have only one small house for the signalman in it; believes company pays more than two-thirds of the rates in Colesden and Merstham. Practical injustice done to companies by present system of rating. Would have land where not used for stations rated at some fair advance upon value as agricultural land; stations should be rated same as carrier's house and warehouse; is a precedent for this. Carriage of mails upon South-eastern line would cost considerably less than amount of excess of rates paid; 16,460–16,468. 16,484, 16,485. 16,505–16,509. Railway does not add at all to expenses or rates of parishes mentioned; has rather relieved the poor's rate. Effect of making a railway in a rural parish is to reduce rates; 16,479–16,483. Mentions cases where land within a reasonable distance from the station has greatly increased in value; is benefited, if roads level, to a distance of five or six miles from line of railway; gives the average benefit per acre upon agricultural land within five miles of a station, and also near stations within 32 miles of London. Caterham line made for purpose of letting land adjoining to builders; the value increased from 20*l.* or 25*l.* to 400*l.* per acre. Line cost 42,000*l.*; was afterwards sold to South-eastern for 16,000*l.*; 16,485–16,488. 16,582–16,585. Has prepared a statement showing rates paid by the large railway companies out of London; total amount paid upwards of 299,000*l.*, exclusive of passenger duty, which is upwards of 255,000*l.*, and puts in returns made by Brighton Company showing number of parishes, with amount paid for poor's rates in the year 1865, together with average rate in the pound; and also a return showing number of parishes, with amount paid for highway rates in the year 1865, &c. South-eastern, with exception of London and North-western, pays the largest amount of rates and taxes and Government duty of any line out of London; 16,489–16,491. Does not know whether railways are rated differently from water and gas companies; believes rates paid by these are in the nature of royalties for use of land, of which the ownership is not in the companies. Thinks there is no rating of turnpike roads; 16,494, 16,495. Principle upon which railways are rated universal throughout country; 16,496–16,498. General principle for assessing all properties is the supposed value for letting; in the case of railways a wide margin should be left for different judgments. Railways have been let; data upon which valuation made. How parochial authorities arrive at rateable amount. South-eastern railway was not made with knowledge of principle of rating to which they would be liable; 16,499–16,504. Dividends of South-eastern have fallen in the last two years, but doubts whether rating has been diminished. Alteration in rating in the case of South-eastern would add 6*s.* per annum upon 100*l.* stock; would be question for consideration whether company in return should reduce fares. Appeals have been made to get a certain reduction, and not to get line rated at its agricultural value. Does not think that fact of railway companies paying so large a proportion of the rates has led to extravagance in their administration; 16,510–16,519. Unless in cases of water and gas companies is not aware that other descriptions of property are unjustly affected. Are express clauses in some canal bills to prevent this system of rating. Is not aware whether a clause has been inserted in recent Acts defining rating upon railways; 16,520–16,526. Considering companies are bound to carry at same fares, thinks it unjust in case of accident that one person may claim thousands more than another, riding in same carriage and under precisely similar circumstances. London, Chatham, and Dover have a limit for workpeople; would have a limit fixed for 1st, 2nd, and 3rd class passengers; in Merchant Shipping Act the amount paid depends upon the number of persons and value of vessel and freight on board. Gives two or three illustrations, showing objections against present mode of obtaining compensations. If limit were fixed objections now existing would not equally apply, as in majority of cases the maximum would be paid; mentions a case where a man appeared in court with a seton in his neck in order to excite compassion, and thereby obtain a larger amount of compensation; 16,527–16,538. 16,558. If limit fixed in case of death or serious injury at 1,000*l.* for a first-class passenger, irrespective of the value of the life, 500*l.* for a second, and 250*l.* for a third, it would be cheaper for companies; if amount paid was in proportion to mileage rate it would come to pretty much the same thing. Is a maximum fixed for any horse killed; is open to companies to dispute whether horse is worth maximum; would apply similar principle in the case of passengers injured; 16,539–16,550. 16,573–16,575. 16,578. Disposition on the part of juries to go beyond summing up of judge in regard to damages. Would be better if question of fact only were left to a jury, and question of compensation to some other tribunal; are many cases in which parties sustaining a loss make no claim. In the case of the Staplehurst accident there was no claim made for the loss of a wife; such cases are rare; 16,551–16,557. Would be as much care and caution on the part of companies if law was altered. South-eastern paid 73,000*l.* for compensation for Staplehurst accident. Such provisions were made by company as ought to have prevented this accident, and also that at Blackheath. More limited penalties would not diminish precautions. Companies sustain great loss from an accident beyond sum paid for compensation. Object of the law is to make companies cautious, and compensate individuals for accidents; 16,559–16,568. Compensation granted to individuals excessive; 16,569–16,571. If amount of compensation limited, companies should allow an individual to insure his life for a greater sum; 16,572. Could in a few cases state how money expended in litigation compares with that paid for compensation; 16,576, 16,577. An alteration required in the two clauses in each of the Criminal Consolidation Acts with regard to cases of injury done by boys throwing stones at trains; hands in two clauses which might be adopted; 16,579–16,581. 16,585.

THIRD-CLASS TRAFFIC:

Only two third-class trains a day on Great Northern railway, as a greater number would injure second-class traffic; *Clarke* 12,879–12,882.

It would be injurious to railway companies to attach third-class carriages to all trains, and would scarcely, witness thinks, be an advantage to the public; reasons for this opinion; *Smithells* 12,995–12,997. The majority of third-class passengers on Lancashire and Yorkshire

THIRD-CLASS TRAFFIC—*cont.*
railway are working men and small shopkeepers; *ib.* 13,001, 13,002.
Third-class carriages should be attached to all but express trains; *Low* 13,882. Insufficient third-class accommodation on Great Western; *ib.* 13,950–13,955.
There should be a large reduction on third-class fares, 50 per cent. on long distances; *Morris* 14,369–14,373. A great development of traffic possible out of agricultural population if this were done; *ib.* 14,393, 14,394.
Companies as a rule afford as much opportunity for third-class travelling as desired; *Hawkshaw* 14,553–14,556. Third-class passengers usually travel only short distances, and are apt to delay trains; *ib.* 14,557–14,559.
In France lower fares and more frequent trains than in England, but trains travel at a lower rate of speed; *Stewart* 14,665. 14,689. Third-class passengers carried by a fast night train between Glasgow and Aberdeen; *ib.* 14,693–14,698. Great increase in third-class traffic on London and North-western; this is capable of further development; *ib.* 14,796, 14,797.
In manufacturing districts the great bulk of the travelling is third-class; *Harrison* 15,227.

THIRD-CLASS TRAFFIC, IRELAND:
Urgent need of low fares for third and fourth class passengers; *Mulvaney* 1276. No market trains or third-class return tickets at Limerick; *Tinsly* 2383–2385. From want of the latter and bad arrangement of the trains at Limerick continual inconvenience is created, and great hardships inflicted, especially on the small shopkeepers and traders; railways also suffer considerable loss of traffic; *Ryan* 2655–2679. 2689, &c. Better third-class accommodation needed between Limerick and Dublin; *Longfield* 2837–2844. A reduction to ½*d.* a mile would get numbers to ride who now walk; *ib.* 2861–2864. In Ireland third-class accommodation is very bad; in consequence of delay from want of trains running in connexion with one another, it is frequently cheaper to travel to the Dublin markets by first-class than by third-class; *ib.* 3359–3362. Witness thinks that third-class passengers do not want day return tickets, except on short lines; the experiment tried, but abandoned as unremunerative; market tickets at reduced fares are issued; *Malcomson* 3401–3418. Witness thinks that no hardship arises from the fact that it takes a third-class passenger four days to get from Ennis to Dublin and back; *ib.* 3528–3530. Third-class carriages only half filled; *Hemans* 3824. Witness does not think that third-class would use railway unless fares were reduced one-half; *ib.* 3912. On Midland Great Western third-class fares are ½*d.* and one-tenth per mile; *Ennis* 4029; third-class passengers increasing, which may be partly attributed to emigration; *ib.* 4038. 4039.
On Great Southern and Western third-class passengers increasing whilst first and second diminishing; *Haughton* 4536–4538. Witness is opposed to third-class return tickets; *ib.* 4593–4595. Third-class return tickets for short distances answer well on Dublin and Drogheda line; *Murland* 4766, 4767. Third-class traffic bears a small proportion to first and second on long distances; *ib.* 4780. Third-class receipts very small on Dublin and Drogheda line; *ib.* 4906. If third-class fares reduced, first and second should also be somewhat reduced; *ib.* 4911–4913. Witness would not reduce third-class fares from 1*d.* to ½*d.* at once, but gradually, until seen how far reduction may be carried with profit to company; *Allport* 5343. Such a state of things as that a third-class passenger upon any part of Southern and Western Railway could not go to and from Ennis same day should not exist, as it tends to check traffic. Midland issue third-class day tickets at a reduction of 25 per cent. from double fares; these are much taken between country places and market towns; would be to interest of railway companies in Ireland to do the same. Has been for some years trying to get same system adopted from all places in England to all places in Scotland, but has not yet succeeded; *ib.* 5344–5356. Has tried to establish a low scale of third-class fares in purely agricultural districts. Result of an experiment made to abolish second-class carriages and only have first and third, and how long it took to recover itself; *ib.* 5358–5374.
On part of Dublin and Wicklow line third-class carriages by every train, and return tickets issued; *Dargan* 5467–5469. Doubts whether third-class fares could be so low as to take away inducement to walk. Irish labourers have no occasion to travel, small shopkeepers do. There would be a great advantage in reducing third-class fares; *ib.* 5657–5662. Remarkable increase in third-class passengers from reduction of fares; *Roe* 5749. Cheap third-class accommodation between Londonderry and Coleraine much used by agricultural

THIRD-CLASS TRAFFIC, IRELAND—*cont.*
labourers; *ib.* 5819–5823. Third-class return tickets to nearly all the trains on Belfast and Coleraine line; the traffic is consequently large, but it slightly injures the second class; *Lanyon* 6067–6076. True source of profit to Irish railways is the third-class traffic, but directors throw every difficulty in the way; *Bewlay* 6962. Third-class fares should be reduced to ½*d.* a mile, which, witness believes, would pay; *Bagot* 7040, 7041. Every ordinary train should be obliged to carry third-class passengers; *Pim* 7071–7076. Success of recent cheap third-class trains on Midland Great Western; *Barrington* 7108–7115.

THROWING STONES AT TRAINS. *See* JUVENILE OFFENDERS.

TICKETS:
Suggestion that tickets should be sold at principal stations and offices at any time, and that at all stations they should be issued a quarter of an hour before starting of every train; *Low* 13,882. 13,956–13,958.
Annual and season tickets should be reduced in price to one half; *Galt* 7373.
Family tickets are issued between Dublin and Killarney; *Haughton* 4692, 4693.
Season tickets are not issued on German railways; *Mulvaney* 1122; nor on Belgian railways; *Fassiaux* 3062.
See also MARKET TICKETS. RETURN TICKETS.

TIMBER:
Unfair and unequal rates charged by Great Western Company; *Low* 13,882 *et seq.*
Railway charges for carriage of, to and from Liverpool, as compared with other places; *App.* A.

TINSLY, MR. JOHN RICKARD. (*Analysis of his Evidence.*)
Is mayor of Limerick, and connected with the Chamber of Commerce; 2308, 2309. Attention of Chamber has been called to the railway accommodation and fares; 2310, 2311. Witness complains that the high fares prevent intercourse with the western districts. General opinion that traffic would be increased by a reduction; 2312–2315. Gives fares between Dublin and Limerick, and states that the number of trains is insufficient; 2316–2343. Intercourse between Dublin and Limerick would be increased were facilities afforded. Considerable communication between Limerick and Cork, the trains being more convenient; 2344–2349. Accommodation more easily arranged if matters were in the hands of one company; 2350. Between Limerick and Waterford the trains are sufficient, there not being much passenger traffic. It is a cheaper route, but the sea passage is longer; 2351–2354. Merchants and traders require more accommodation. Retail traders deal with wholesale merchants in both Limerick and Dublin. Population of Limerick 50,000; 2355–2359. Great trade in cattle between Limerick and Dublin, principally by railway; 2360–2362. Many travellers come to Limerick from Dublin wholesale houses; 2363, 2364. Fares are much too high between Limerick and Dublin; upon reduction, traffic in passengers (especially third-class) and goods would increase. The larger proportion would be from Limerick; class of persons likely to travel; 2365–2382. Companies do not run excursion trains on market days, or issue third-class return tickets; 2383–2385. Steamboats on the Shannon are crowded in summer. Distance and fares to Kilrush. Not much traffic to Foynes; 2386–2392. First-class return tickets are issued. Reasons why they are of no practical use; 2393–2398. Three years ago the fares were increased; 2399, 2400. Lines of communication between Limerick and England; 2401–2409. Complaints in Limerick as to charges for goods. Within the last two or three years rates for certain goods have been increased 80 to 100 per cent. Traffic fallen off in consequence. Persons sending goods have to insure against sea risk; 2410–2415. Describes certain routes from Limerick to Liverpool, and rates charged by each; 2416–2427. Discussion as to how far charges interfere with trade of Limerick; 2428–2458. Particulars as to the Limerick Steamship Company; they were threatened with opposition by the railway if they did not increase their rates; 2439–2454. 2458–2462. Witness is an import merchant at Limerick; sends his goods by steamers; 2455–2457. Advantage to railway companies of steamboats raising the rates; places from which coal is brought to Limerick, and rates of charge; 2465–2481. 2523–2536. Distance between Liverpool and Dublin, as compared with distance between Liverpool and Limerick, less than half. Gives rates for coal by certain routes; 2481–2490. 2496–2506. Does not know whether railway

TINSLY, MR. JOHN RICKARD—*cont.*
companies stated old rates to be unremunerative; 2481. Charge for goods from Dublin to Liverpool less by canal than by railway. Differential rates settled by canal company in concert with railway company; 2491–2495. Turf is not used in Limerick so much as formerly, it is scarce and dearer. When price above 3*s.* 6*d.* a horse load, considered dearer than coal at 20*s.* per ton; is now 4*s.* Thinks consumption of coal will increase. 10 or 15 miles from Limerick turf would be cheaper. A great deal comes from Kilrush and by railway from Castleconnell; 2507–2522. Advantages given to Waterford in consequence of the rates being lower in proportion to Tipperary than from Limerick to Tipperary; 2423–2536. Quantity of coal brought to Limerick would not be equal to the consumption. Coal has to be carted from the ship to the railway, and cost added to freight; 2538–2546. With exception of coal, has no further complaint to make against railway companies; 2547, 2548. Places in the interior to which salt is sent; 2549–2551. Enumerates commodities which would be brought from the interior to Limerick upon reduction of rates, and states that coal would be carried further into the interior than at present, and in what direction. Believes it would come into competition with turf; 2552–2571. Large cattle trade from Limerick, which would be increased if rates were lower. Very little mineral produce near Limerick; 2572–2578. Flax manufactured in Limerick, but produce not increasing. Very little brought into Limerick by railway. Manufactories worked by steam power. Water power of Shannon principally used for corn and flour mills; 2579–2586. Would have railways amalgamated under one Government board, who would make uniform rates according to mileage. Discussion as to how board should be constituted, the rights of shareholders preserved, and loss, if any, met upon a reduction of rates, and also as to choice between a local and Government management; 2587–2590. 2594. 2600–2616. 2621–2643. No difficulty in booking goods through to different ports in Ireland. Scarcely any trade with the north; 2591, 2592. Is in favour of competition, not combination; 2593. In contemplation to take railways down to the river wharves. At Waterford the railway is in communication with water. All trains (except mail train) from Limerick to junction lines correspond with South-western down trains at junction; 2595–2599. On some railways scarcely any profit; the Foynes and Limerick is a very bad line; 2617–2620. People of Limerick would rather submit to present rates than have to make up deficiency caused by reduction; 2644–2648. Unfair to tax a district; nor should the whole kingdom be taxed to benefit Irish railways; 2649, 2650.

TRAFFIC:
Statement of, on Great Southern and Western Railway of Ireland, from 1846 to 1864; *App.* AH.

TRAFFIC ARRANGEMENTS:
Proposal that where practicable passengers and goods may be conveyed on different lines; *Hill* 8179. Witness does not consider present arrangements the best for the public; *ib.* 8188. Complaint of bad traffic arrangements between Lincoln and London; *Smith* 9134 *et seq.*
"Monster trains," as they are called, unmanageable, and consequently dangerous; a train is safer divided into two, than drawn as one by two engines, though at times the latter is obliged to be done; *Clarke* 12,851–12,860. Witness would not have Government interfere with traffic arrangements; companies can judge best for themselves. Trains should not be allowed to start at a less interval than five minutes from each other; this is the time allowed on the Great Northern. Telegraphing trains is coming more into use every day; it is on all the lines for a certain distance out of London, and has been done by the companies voluntarily at a great expense; *ib.* 12,886–12,902. On the Great Northern two trains are never allowed between any two stations at the same time; *ib.* 12,903.
Irregularities of trains caused in a great measure by irregular amount of traffic; diagrams given in, illustrating irregularities; *Grierson* 13,475. 13,485. Method adopted to prevent trains being unduly delayed; delay sometimes attributable to want of vigour on part of station master and guard. Gives an illustration of inconvenience caused by a train not arriving punctually at Wells station. Trains not so punctual at excursion times; are generally heavier; *ib.* 13,476–13,482. Practicable to reduce dead weight in passenger trains, and give sufficient accommodation to public by running a smaller number of carriages, but public would be averse to it. Great length of trains one of the causes of irregularities

TRAFFIC ARRANGEMENTS—*cont.*
in the time. Cannot, as a rule, fill an ordinary train with passengers; all calculations founded upon such hypothesis are fallacious. No doubt public pay more in the long run for the additional convenience they get; *ib.* 13,533–13,538. Gives pretty much the same convenience to second-class passengers as to first-class, of passing them from branch to main line, and *vice versâ.* Takes third-class passengers on to long branch lines in same carriages; third-class have to change much more frequently than the other classes; *ib.* 13,529–13,542.
Railway interests are suffering materially from undue cost of working. Economy of full trains, if obtained, would be enormous; *Stewart* 14,786–14,792. If companies could divide traffic to competing places, and make friendly arrangements so as to avoid waste of room in trains, cost of conveying passengers would be largely reduced, and punctuality increased; *ib.* 14,829–14,835. Public are very unreasonable in exacting more than sufficient room; *ib.* 14,836, 14,837. Much waste of room is caused by having separate carriages for different places; this might be saved if public had less objection to change; *ib.* 14,838–14,840. North-western drop carriages at some stations; no means yet devised of taking up carriages; *ib.* 14,841–14,844. Mineral traffic is worked with full train loads; passenger traffic should be the same; *ib.* 14,881–14,883. Reduction of classes from three to two would not save the waste of room spoken of; *ib.* 14,889–14,891.
On South-eastern line witness considers that carriages are well occupied; *Eborall* 16,223, 16,224.
On Great Western line carriages average about one-third full; *Gooch* 17,483–17,486.
On an official inspection of railways, and the management of the traffic thereon, as a means of preventing accidents and loss; *App.* BK. Regulations for the transport of passengers and goods on the French railways; *App.* CH.
See also MANAGEMENT.

TRAFFIC RECEIPTS:
Comparison of receipts per mile by English and continental railways; *App.* CN.

TRAMWAYS:
Desirability of a system of tramways for large towns; these have hitherto been prevented by opposition. Also for agricultural districts; expense of obtaining Acts prevents these; *Chadwick* 17,181–17,187.
General list of Tramway Acts passed from 1801 to the end of the session 1866; *App.* EK.

TRAVELLERS' PATTERNS:
Answer to complaint as to, to the effect that Midland railway carry them at half the rates charged for ordinary passengers' luggage; *Allport* 12,412.

TRENT AND MERSEY CANAL. *See* HOLLINS. MORRIS. NORTH STAFFORDSHIRE RAILWAY AND CANAL.

TURF:
Cause of failure of attempt to smelt iron with turf; *Mallet* 2197, 2198. Cheapness of turf will prevent a coal trade being established in the west of Ireland; *Earl of Lucan* 3034–3037. Unequal rates on turf; *Cooper* 3744. Tendency to discontinue use of turf; *Hemans* 3921. Turf cannot be used so economically for steam engines as coal; all attempts to compress it into a small compass have commercially failed; three times the bulk of coke or coal. By the time good turf is dug, dried, kept, and sent to market, it is not a cheap article; only burnt on railways to light the fires; an engine near a peat bog might possibly be driven at a cheap rate; *ib.* 3926–3932. When much coal is used, it must be from difficulty of getting turf; *Ennis* 4117–4122. Cheaper for witness to burn coal than turf; in wet seasons the latter is worthless; *ib.* 4136–4138. 4148–4150. Irish Great Midland do not carry turf, it is taken by the Royal canal; *ib.* 4163. Not likely to be superseded by coal in the interior of Ireland; *Macfarlane* 6547–6550. Has never been a cheap fuel for the Irish poor; is getting dearer, and supply is uncertain; coal much preferable, consumption of which is greatly increasing; *Parker* 6890–6893. Cost increasing, and supply uncertain, whilst consumption of coal is greatly increasing; *Bewlay* 6930. It would be an advantage if coal could be cheaply and freely introduced into Ireland, although it would probably supersede turf, the wages for cutting which are now hardly remunerative; *Barrington* 7226–7230.

U.

Ulster Railway:

Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

W.

Wages:

Emigration has caused rise in wages throughout Ireland; no one now need be unemployed; *Earl of Clancarty* 6379–6381.

In Ireland the wages of the labouring classes are advancing, giving a prospect of their being able to travel more; *Cotton* 7828.

Wages of a district have some effect on 3rd class fares; *Harrison* 15,214, 15,215. Public travel more when wages are good; *ib.* 15,228.

Wages of Railway Servants. *See* Railway Servants, 2.

Waggons. *See* Rolling Stock.

Wainwright, Mr. William. (*Analysis of his Evidence.*)

Is secretary to Glasgow and South-western Railway Company; 17,590. Cost of locomotion for passenger trains 5*d.* per mile. Unusually short trains on line partly account for small expense of these trains; cannot say additional expense of adding another carriage. Length of line 250 miles. Average earnings 4*s.* per train mile; 17,591–17,600. 17,611–17,616. Expenses per train mile, 1*s.* 3*d.*; would be 2*d.* additional if renewal of permanent way were provided for; sum does not include taxes, which are included in the establishment charges; delivers in table showing total traffic receipts, total expenditure, and receipts per train mile on certain lines; 17,601–17,610. Fairest way in estimating expenses to take a per-centage on the traffic. Cheapness of fuel affects the per-centage. Burns coal almost exclusively. Nearly half the traffic is minerals. How cost of maintaining permanent way divided as between passenger and mineral trains; 17,617–17,621. Working expenses could be reduced on line if certain arrangements were made with Caledonian Railway Company; have arrangements now with them, but not of a sufficiently extended character; 17,622–17,625. If Parliament would give railway companies more extended powers to make agreements which would be of a legal character, interchange of traffic would be facilitated. A better understanding exists now among neighbouring companies in this respect than formerly; 17,626–17,630.

Walker, Mr. William. (*Analysis of his Evidence.*)

Is a member of the Chamber of Commerce of Wolverhampton; represents that chamber, and also manufacturers and merchants who are not members of it. Is a merchant in the hardware trade; 10,634–10,636. Gives instances of inequalities in rates for the conveyance of hardware and nails; all the rates given include collection and delivery, which would be more in a large town than in a small one. Practically, for commercial purposes, Wolverhampton people are at a greater distance from northern towns than London people. Quotes rates showing difference in charge for nails for same 13 miles of railway between Birmingham and Wolverhampton; does not find same disparity elsewhere; instances Wolverhampton and Dundee and Aberdeen, and Wolverhampton and Perth and Stirling, where same rate charged, although distance between each place is greater. Discussion as to the best route for traffic from Birmingham to Liverpool; 10,637–10,647. 10,677–10,684. Mentions that steel, an indispensable article to the Wolverhampton manufacturer, is sent from Sheffield to London for less than to Wolverhampton, although distance nearly double; are two lines of railway from Sheffield, but rates the same. Has to pay 5*s.* per ton more on hardware, cutlery, files, &c. from Sheffield and Wolverhampton than to Birmingham. Railways and canals regulate their rates together, consequently there is only competition where sea rates exist; 10,648, 10,649. 10,666–10,676. 10,744, 10,745. Inequalities generally tend against Wolverhampton; 10,650, 10,651. Cannot suggest a remedy for these wrongs. Thinks rates are levied without reference to profit or loss, mileage, or any principle of business; 10,652–10,656. 10,705. 10,715, 10,716. Discussion as to how inequalities originated. Thinks companies charge as much as they can in every place, but that in some places, for want of competition, they charge more than in others; 10,657–10,665. Is not prepared to say how rates should be fixed; at present they are partial and capricious. Parliament never intended that companies should establish preferences in favour of one town against another; 10,685–10,689. 10,743. Places where nails are manufactured in competition with Wolverhampton. If rates were kept up at the higher rate from Wolverhampton to Perth and Stirling would not be able to compete with Newcastle manufacturers; 10,690–10,697. Reason why Wolverhampton manufacturers would not be injured by the establishment of a more uniform rate; is not prepared to say how it should be fixed; 10,698–10,704. 10,707, 10,708. Very important to have reduced rates to London, as the best ships leave there for Australia, New Zealand, &c.; 10,706. 10,709–10,711. Thinks Australian trade from Wolverhampton now equally divided between London and Liverpool; if rates were lower to London the bulk of that trade would be sent from there; 10,712–10,714. With exception of a reduction in nails from Birmingham to Wolverhampton, the rates have not been varied for many years; 10,717–10,720. Two railways come into Wolverhampton, but although one is 40 or 50 miles more circuitous the rates are the same; 10,721–10,725. Present classification of goods objectionable; states that certain goods are sent as nails to avoid being placed in a higher class; would not pay to send them by the higher class. Railway companies are aware that this is done; 10,726–10,733. No complaints of companies giving preferential rates to individual hardware firms. Do not charge less for a large quantity. Complaints from iron dealers that by companies charging for two tons as a minimum the trade with small blacksmiths is injured. In nail and similar trades anything from two cwts. to two tons is charged at the same rate; 10,734–10,741. Has competition in hardware with Belgium and Zollverein; manufacturers of these countries are able to deliver at a port cheaper than Wolverhampton manufacturers; 10,742.

See also Grierson.

War Department. *See* Military Stores.

Warehouse Room:

Statement from superintendent of docks at Birkenhead as to practice of railway companies giving warehouse room free of rent; *App.* T.

Water Conveyance:

No unfair competition with canal companies would arise from State becoming possessed of railways; *Hill* 8254–8262.

In England and Scotland there were about 3,890 miles of inland navigation, of which nearly one-third has been either leased to or converted into railways; *Wilson* 9902–9904. Railway companies with which canals have been amalgamated; *ib.* 9905. Object of companies in these amalgamations has been to prevent competition; *ib.* 9907, 9908. Canals can compete successfully with railways if their feeders are not closed; railways act but slightly as feeders of canals; amalgamation of railways and canals should be prohibited, as they are injurious to the latter and to the public; *ib.* 9931–9945. 9955–9958. 10,012–10,018. 10,099–10,101; *Hollins* 11,724. Discussion of the latter point; *Wilson* 9947–9953. This does not argue inferiority of canals to railways; *ib.* 9946. Railways and canals should be kept as highways open to anybody; *ib.* 9954. If tolls were not raised, still witness objects to amalgamation; *ib.* 9962, 9963. Though the canal company may sometimes gain by the amalgamation, the public suffers; *ib.* 9964–9971. Discussion as to whether canals ever really gained by it; *ib.* 9972–9982. Canal companies should be compelled to keep up canals in certain cases; *ib.* 9976. 9983, 9984. Low cost of haulage on canals; *ib.* 9992, 9993. On rough goods only, the toll and cost of haulage are about equal, on more expensive goods the toll is greater; *ib.* 9994–10,004. Under similar circumstances canals are quite able to compete with railways; speed, which is not always needed, the only advantage of the latter; *ib.* 10,005–10,011. 10,019. Public would be much better served by free competition between railways and canals; *ib.* 10,020. One reason why canals pay better than railways is that they are not carriers; *ib.* 10,021–10,024. Witness will give in a list of cases in which tolls have been raised after amalgamation; *ib.*

WATER CONVEYANCE—*cont.*

10,035–10,040. Tolls raised by railway companies after obtaining lease of Rochdale Canal, causing great injury to the Aire and Calder Navigation, who unsuccessfully opposed lease, but prevented amalgamation; clause of Act under which this lease was granted is now repealed; *ib.* 10,041–10,048. Injury to same navigation from amalgamation of Huddersfield Canal; *ib.* 10,049–10,052. Canal Carriers Act has not produced the good its promoters intended; difficulty of getting it amended; *ib.* 10,053–10,060. Canal companies have been compelled to become carriers to compete with railways; *ib.* 10,092. 10,098. Competition of railways has compelled canal companies to reduce rates; canals are not so profitable as formerly; no doubt the public has gained; *ib.* 10,102–10,112.

Low rates from Middlesborough iron district through competition by water; *Williams* 10,248–10,264.

Low timber rates from Liverpool to Hull caused by sea competition; *O'Brien* 11,979.

Statement that Great Western Company offered to parties complaining of their management of the Kennett and Avon Canal to meet them and arrange differences, but the parties have determined to take the matter into court. Witness does not think that there is any real ground of complaint; *Grierson* 11,928–11,932. Table of rates by canal between London and Bristol; *ib.* 11,932. Witness believes this table includes all important articles, and does not think that railway charges exceed canal charges; *ib.* 11,933–11,935. In witness's opinion, amalgamation of Kennett and Avon Canal with railway has not tended to keep rates up; thinks it more probable that the canal would have been closed than that it would have carried at lower than present railway rates; *ib.* 11,937–11,941.

Raising of tolls on Rochdale Canal above complained of was forced on railway companies by Aire and Calder Navigation in self-defence. Statement that the latter endeavoured to effect an arrangement by which competition would have been prevented; *Smithells* 13,003. 13,032–13,035. Witness admits that when railway companies purchase canals they raise tolls in order to bring the traffic over the railway; *ib.* 13,004–13,010. Particulars of Lancashire and Yorkshire Railway Company's lease of canals; *ib.* 13,011–13,014. Competition at one time between Aire and Calder Navigation and Lancashire and Yorkshire Railway. The former wished to sell their undertaking to two railway companies, they have now an agreement with North-eastern Company to prevent reduction of rates; *ib.* 13,028–13,031.

Water conveyance is superseded altogether for the carriage of grain to brewers at Burton; *Cosgrove* 15,822.

Railways and canals should not be allowed to amalgamate; *Huish* 15,917–15,923. General list of Acts passed from 1801 to the end of the session of 1866 for canals owned, leased, or worked by railway companies; *App.* EK.

See also COMPETITION.

WATER CONVEYANCE, IRELAND:

Railways into Dublin have nothing to fear from competition by sea; *Mulvaney* 1183. At Limerick no competition by water in consequence of agreements between railways and canals; *Tinsly* 2442. Water competition between Tipperary and Waterford and Dublin; *Malcomson* 3459, 3460. Midland Great Western Railway does not itself carry turf, it is taken by the Royal canal, which is owned by it; it does not interfere with the traffic on it, but leaves that to option of freighters and private enterprise; may charge any rates it thinks proper. The Grand canal is empowered to charge from 10 to 15 per cent. lower than the railways, and the freighters may charge what they like; *Ennis* 4160–4180; 4210. As soon as company possessed the canal (about 18 years since) they reduced the rates in order to secure traffic which before was sent by road; there was a large increase in traffic and receipts, which continued until company ceased to be carriers on the canal, and threw it open to public competition. From that time the tonnage receipts have not increased; *ib.* 4181–4183. 4186, 4187. 4190–4197. Does not obtain an income from canal equal to interest parted with in price paid for it, but was enabled to make part of railway on banks of the canal. Expense of keeping canal in repair small; *ib.* 4184, 4185.

Corn is carried from Cork to Dublin cheaper by water than by rail; *Haughton* 4537–4655. Witness thinks traffic from south of Ireland to Scotland is nearly all by sea; *Cawkwell* 5205. Instance of oil carried for 1*d.* per gallon by steamer, while charged 4½*d.* by railway; *Roe* 5861. Instance of superiority in time and price of canal over railway accommodation; *ib.* 5894–5898. Water competition (Grand Canal) has kept the railways from advancing the present high rates still higher. Railways some time ago endeavoured to purchase canal, but failed. Canal and railways have advanced rates 25 per cent. recently; *Perry, H. R.* 6819–6833. Steamboats purchased by railway company and kept idle to prevent competition; *ib.* 6863. Instances of lower rates by water than by rail, though for longer distances; *Bagot* 7032–7039; *Barrington* 7131–7147.

See also STEAMBOATS.

WATER POWER, IRELAND:

Less than generally supposed; horse-power can be obtained by, nearly as cheap as by a steam engine; *Mallet* 2146. Instance of failure of water power; *Malcomson* 3573. Plenty of water power in Clonmel; *ib.* 3644. A good deal of water power would come in aid of manufactories; where there is large water power and auxiliary steam it ought to be able to compete with steam; witness thinks manufacturers in Ireland using water power could compete with English manufacturers using steam power; *Hemans* 3934–3937. Much water power at present lying idle from stoppage of flour mills; *Haughton* 4547.

WATERFORD:

Complaint of great want of railway communication with, &c.; *Delahunty* 5011 *et seq.* Resolution adopted at a meeting complaining of certain arrangements injurious to traders, &c. of the town; *ib.* 5051.

Report of the Committee of the Chamber of Commerce of the City of, appointed to investigate into the present working of the railways to and from Waterford, and to bring the result of their inquiries before the Royal Commissioners; *App.* U. Supplemental report from same committee; *App.* AC. Report of a committee appointed to inquire as to the best means to be adopted to promote, protect, and develop the trade and commerce of Waterford; *App.* AL.

See also DELAHUNTY. MALCOMSON.

WATERFORD AND LIMERICK RAILWAY:

Offer from, to reduce their fares on certain conditions; *App.* AT. Reply received from company to extracts from evidence sent to them for explanation or remark; *App.* AX. Returns showing company's charges for various kinds of goods; *App.* BH.

WATERFORD AND TRAMORE RAILWAY:

Returns showing company's charges for various kinds of goods; *App.* BH.

WEST, MR. STEPHEN. (*Analysis of his Evidence.*)

Is a timber merchant, and vice-president of the Chamber of Commerce at Hull; 984, 985. Unfair treatment of Hull by North-eastern Railway Company in carrying over longer distances at equal rates, practically making the mileage per ton, from various places in the West Riding, 1¾*d.* to Hull, and 1½*d.* to Hartlepool, to bring traffic to the docks at the latter place; 986–992. 1001–1004. Evils of monopoly of the coast by North-eastern Company; the Hull trade is forced unnaturally to Hartlepool; the rate per mile should be equal; representations made to the company, but quite in vain; Legislative interference necessary; 993–1000. 1006–1018. Hull is rather better situated as to York, there being a competing water conveyance; 1010–1015 The evils will be increased if the railway company acquire the Hartlepool docks; 1019, 1020. Further particulars of trade and freights as between Hull and Hartlepool. Dock dues at Hull higher than at Hartlepool, and not likely to be reduced, but the town dues have been abolished; 1021–1039. Illustration of the unfairness of the railway rates to Hull; 1039, 1040. Rates per mile should be uniform over each railway system, and railways should not be permitted to run steamboats; 1041–1045. Easy gradients to Hull, 1046.

See also O'BRIEN. SMITHELLS.

WESTPHALIAN COLLIERIES. *See* MULVANEY.

WHEELDON, MR. GEORGE. (*Analysis of his Evidence.*)

Is a corn merchant at Derby; attends on behalf of the Chamber of Commerce there; 8861, 8862. Makes a statement and delivers in a table showing unequal charges made by Midland Railway Company to certain places; 8863–8866. Inequalities materially injured corn and malt trade in Derby; 8867, 8868. Thinks high rates are charged in consequence of having only a single railway communication; competition would reduce rates, and benefit the town. In commerce each one tries to

WHEELDON, MR. GEORGE—*cont.*
get as much trade as he can for himself. London and North-western are trying to come to Derby; if successful part of grievance will be remedied without legislative interference. Thinks that if London and North-western Company were told that maximum rates must be lower than those hitherto allowed, it would not discourage them; might make a slight difference in the route taken; 8869–8876. 8908–8914. Equal rates for equal distances should invariably be charged; 8877, 8878. Charges for goods were lower from Newark through Derby to Manchester than from Derby to Manchester; was caused by there being an alternative route. Company have reduced rates to those at Newark, but cart at Newark and not at Derby; 8879–8885. Rates less from Norfolk to Newark or Burton-upon-Trent than to Derby, although distance greater; delivers in a table showing several inequalities. In some cases rates may be lower in consequence of there being full train loads. Difference in rate in carrying five tons as against two; no reduction made beyond the five; 8885–8902. How the unequal and excessive rates charged on the Staffordshire line have injured Derby. Effect of railway legislation on trade. Trent navigation has kept railway rates down in districts through which it passes; quotes rates. Navigation not under railway control; 8905–8907. Gives population of Derby, and increase in last 10 years; nearly doubled itself in last 20 or 30 years, but trade has decreased. Water-power not available in consequence of high rates charged from the ports. Mentions that rates from Lynn to Newark are 3*s.* 3*d.* per ton lower than to Derby (105 miles less), and from Derby to Burton-upon-Trent more than double the rate per 100 miles than from Newark to Burton. Rates from Derby to Bolton (11 miles) were increased 50 per cent.; no notice was given of increase. Companies say they can alter rates without notifying alteration to public; 8915, 8916. 8922. 8924–8928. 8933–8935. Midland Company get as much as they can from Derby; have represented to them that the high rates drive traffic on to the Great Northern and other lines; some of the shareholders hold the same views; 8917–8921. Goods could be sent cheaper to Northampton by first going to Burton and then forward than by sending them from Derby direct; company has since reduced the rate to make it equal; 8923. 8929–8932.

WILLIAMS, MR. WALTER, jun. (*Analysis of his Evidence.*)
Is hon. secretary of the South Staffordshire Ironmasters Association; 10,115. Association has collected evidence of inequalities in railway rates, and anomalies in traffic from South Staffordshire districts, more especially with respect to London market; has sent a report to railway companies of district which is still under their consideration; hands in copy of report; discussion upon a table therein, giving rates for bar and pig iron to principal towns in England from Wolverhampton and Stourbridge; great difficulty in making a comparison in consequence of uncertainty as to whether charges for collecting and delivering goods are taken into account in every case; 10,116–10,144. Charges quoted are those usually paid, and include collection and delivery; considers that same rate exists until company give notice to the contrary. The alteration made two years ago of long weight into short was equal to an increase of 7½ per cent. upon the rates; 10,145–10,148. 10,223–10,230. Rates in table should be taken as statement of mileage rates with an uncertain charge added for collection and delivery, which varies considerably in different localities. Railway company allows witness a rebate of 1*s.* per ton for loading and putting trucks upon siding; rebate not allowed in London; is regardless of quantity sent. Quotes rates (which include delivery on board ship) for bar iron to London. There are no dock dues when railway runs alongside the docks. Rates given in table have been actually charged to ironmasters; 10,149–10,164. 10,173. 10,184–10,187. Lowest charge for collection and delivery is at Hull and Hartlepool; has paid 1*s.* 6*d.* per ton, in addition to rates quoted, at Cardiff, which included putting on to the side of ship, and freighter's dues; 10,165–10,172. Was not acquainted with amount paid for terminals in London and the country, or that where goods are carted by the sender, the charge is only 1*s.* 6*d.*; 10,174, 10,175. Complains that same charge is made for delivery of iron into the docks as into warehouses; reason why it should be less; 10,176–10,182. Cannot furnish a statement of charges from station to station; 10,183. Witness has never undertaken his own cartage in London; does not know what rebate railway company would allow a freighter who delivered his own goods from the station to the

WILLIAMS, MR. WALTER, jun.—*cont.*
warehouse. Companies are not disposed to give up the delivery. In a few instances, under special arrangements, freighters are allowed to send for their own goods; companies then quote a lower rate. Gives rates from Shelton Bar Iron Works in North Staffordshire, which shows that the cartage rate of 3*s.* 4*d.* is deducted. In this case rebate made is same as allowed to company by the contractor. Contractors offered to take entire traffic from South Staffordshire, and deliver it in London within certain limits from Camden station at 3*s.* 4*d.* per ton; 10,194–10,202. Question now under discussion with the various heads of railways to allow ironmasters the option of delivering at the station; are bound to give it by law; 10,203–10,205. Considers that deliveries of large quantities to be shipped or delivered alongside a warehouse on the river should be at lower rates than for small quantities; should be also at a lower rate than when distributed over London; what should be considered a large quantity; 10,206–10,222. There should be a uniform mileage rates, and terminal defined according to service done; would not deprive trader of benefit of competition; discussion as to terminal that should be charged where certain goods are loaded or unloaded at any siding belonging to railway company; should be a less charge where siding extends beyond line into premises of freighters; as to rate where siding some distance from a station; 10,231–10,247. Gives instances of great inequalities in rates charged from South Staffordshire; in one case low rate owing to competition by sea. Reason why rates should be as low as from any other place engaged in similar manufactures. Where more than one route, rates should be charged on the shortest; 10,248–10,251. 10,262, 10,263. Considers that rates charged from Middlesborough to London pay the railway company; if not, South Staffordshire people ought not to pay high rates to make up loss from traffic injurious to them; 10,252–10,254. Reason why it would not benefit South Staffordshire people if companies were compelled to carry at same mileage rates from Staffordshire as from Middlesborough. Discussion as to whether the cost of conveying iron from Middlesborough to London by sea would not in the end be as much as by railway; 10,255–10,259. If railway did not exist same quantities of iron would not be brought from Middlesborough into competition with South Staffordshire district. Quotes rates for pig iron from certain places, showing discrepancies in the charges made, and how it affects South Staffordshire trade; 10,260, 10,261. 10,264, 10,265. 10,280–10,283. Believes it is in contemplation to connect South Staffordshire with Sheffield with a new line of railway; 10,266. Rate low to Cardiff in consequence of competition; great facilities there for shipment 10,267–10,273. Gives toll by canal to London, and states canals and railways from South Staffordshire are an actual monopoly; 10,274–10,279. Would fix mileage rates at so much per ton in a certain classification; mentions certain articles that should be in classes A and B. Refined iron included in class A is used in same way as pig iron; is of higher value; considers that rate for Class A should not exceed 1*d.* per ton per mile, with 9*d.* for a terminal at each end; would be a varying charge for cartage. Thinks 4½*d.* would be a fair charge for a terminal in the country at siding of company. In event of these charges being adopted there would be a great reduction in the rates from South Staffordshire; from Glasgow and Middlesborough they would be considerably increased; 10,284–10,310. 10,356, 10,357. Thinks it was given in evidence last year that on Midland and London and North-western lines coal was carried for ¼*d.* per ton per mile; this charge was applicable to whole train loads laden in the siding and taken off railway by the freighters. London and North-western has the best gradients of any line; 10,311–10,318. Parliament should fix a uniform mileage rate, and establish a rates office under direction of Board of Trade, for the purpose of settling disputes and publishing rates; would then get rid of certain existing anomalies, and do away with power that companies now have of favouring particular persons or trades. Companies have no printed statement of rates. Officer appointed should not allow alteration to be made without giving reasonable notice, and stating grounds for such alteration. Alteration need not be delayed in consequence of persons having entered into contracts based upon the then rates, and which contracts have still some time to run, as special arrangements might be made beforehand. Companies should be prohibited from charging less than fixed rate, unless reduction made over whole system. Does not think that compelling a company to reduce over whole system would be injurious to trade. The maximum rate fixed should

WILLIAMS, MR. WALTER, jun.—*cont.*

apply to all new railways. Such grievances as mentioned in the case of Middlesborough would not be remedied if one company kept to the fixed rate and another reduced; fixed rate would be lower than at present, and therefore variation less violent; 10,319–10,338. 10,342–10,355. 10,408–10,422. Witness charges same price to customers, as the effect of competition; variation in price in tenders for railway bars is in consequence of variation in the specification; 10,339–10,341. Does not think rates are fixed with a view to favour any one manufacturer. Rates given from Glasgow and Kilwinning for pig iron seriously affects Staffordshire manufacturers. In some measure it may be gain to get this pig iron introduced into South Staffordshire; different views are taken of this question by makers of pig iron and manufacturers of finished iron; 10,358–10,366. Suggestion made by independent promoters that if railway company did not alter rates a new line should be made; has grave doubts whether such a course would be of any advantage; 10,367–10,372. Traffic in goods has much increased within last 20 years; cost of conveyance about the same as formerly by canal. In 1857 and 1858 rates were considerably reduced in consequence of competition between Great Western and North-western; companies have since combined and raised all the rates; 10,373–10,383. Believes that as far as regards getting iron into London in good condition at regular periods manufacturers were better off when they relied upon the canal; there is an advantage now as to time. Companies do not bind themselves to deliver within a certain time; would not be necessary to compel them; are rather dilatory in attending to complaints; 10,384–10,402. Objects to the classification made in February 1864, wherein high rates are charged for damageable goods; thinks this class of goods should pay same rates and freighters take risk. Delivers in Appendix to Report previously handed in, containing several suggestions as to rates, classification, &c.; 10,403–10,407. Proposes that rates officer should have power to settle all disputes without reference to law; discussion as to the expense of proceeding before such a tribunal; reason why it would not be necessary often to go to law; 10,423–10,443.

See also CAWKWELL. GRIERSON.

WILSON, MR. THOMAS. (*Analysis of his Evidence.*)

Has been for 23 years principal agent of the Aire and Calder Navigation, and for 10 years honorary secretary of Canal Association of Great Britain; states object of the association; 9899–9901. Gives number and length of canals in England and Scotland, also number and mileage of canals converted into, amalgamated with, or leased to railways. Names the companies amalgamated with the canals; will supply names of canals amalgamated with railways; 9902–9906. Object of railways amalgamating with canals is to destroy competition and secure a monopoly. Is no permanent competition between railways; always ends in combination. Reason why this is different between railway and canal companies. Has not heard of any complaints of fares being higher in districts where there is no competition than where competition exists between separate companies; 9907–9912. When a railway becomes possessed of a canal the tolls are raised so as to drive off traffic. States returns companies get after going to the enormous expense of buying up large systems of canals. London and North-western and all other companies lose by their canals, but recoup themselves by the higher rates they get by the railway; 9913–9917. Four railway companies took the lease of the merchandise traffic of Leeds and Liverpool canal for 21 years, and raised tolls to maximum; Mr. Cardwell's Act had not then passed. No difficulty in making an arrangement with Leeds and Liverpool Company with respect to mineral traffic; 9918–9923. Objects to the purchase of canals by railways. Reasons why they would not combine and arrange their fares if they were prohibited from amalgamating. Might be prevented by extending the principle upon which Parliament acted in the Amalgamation Act of Lancashire and Yorkshire and East Lancashire railways. If railway companies enter into agreements or amalgamations with canal companies, they generally turn out injurious to the latter. Both think they will be able to make greater profits and get a monopoly of the traffic of the district. How the public and the other canals are injured; 9924–9931. 9934–9945. 9949, 9950. 9963, 9964. 9974, 9975. Railway and canal companies are prohibited from amalgamating, except by Act of Parliament; such Acts should not be passed. Would keep railways and canals as highways open to anybody who liked to carry, as

WILSON, MR. THOMAS—*cont.*

they were up to 1847 or 1848, the railways regulating the running of trains; 9932, 9933. 9951–9958. 10,061, 10,062. Explains why he thinks that canals are not inferior to railways as an assistance to the public. 9946–9948. Unless railways come to Parliament for new powers, the Legislature would not have power to lower their maximum tolls; doubts whether they would do so; 9959–9962. Canal proprietors sometimes act upon principle that they are not able to compete with railway. In some cases do not oppose construction of new lines, upon understanding that railways shall take over the canal. Great Western had to take over the Avon and Kennet Navigation; 9965–9967. 9972, 9973. Canal rates form a very small portion of carrying expense; tolls on canals from London to Bristol before purchase were higher than whole charge now by railway. Cannot give the relative amount of toll and cost of haulage; the latter most difficult to estimate. Coal rates on canal ½ of a penny per ton per mile. Number of tons a barge can contain and pass the Aire and Calder Navigation. Only in the case of roughest goods that toll and cost of haulage are about the same, for more expensive goods the toll would be the most. No comparison between cost of haulage on the canal and on the railway; 9968–9971. 9991–10,004. If canals were likely to suffer from competition by railway, they should be compelled to run the risk, and not be allowed to amalgamate. Discussion as to whether Parliament would compel them to remain separate; 9976–9984. Railways should not amalgamate with canals or with one another; amalgamations have been the rule for years; 9985–9988. Is not aware that the complaint in Ireland is the want of amalgamation; 9989, 9990. Thinks that canals could compete with railways for the conveyance of goods. In some cases difference in speed immaterial; 10,005–10,008. 10,019. Aire and Calder Navigation compete with railway; only small canal companies amalgamate; 10,009–10,011. Would allow several small corn factors to amalgamate with one large one; discussion as to why a different rule should be applied to railways and canals; 10,012–10,018. Thinks, as far as the carriage of goods is concerned, canals are more profitable than railways. Railways carry many descriptions of goods at a loss, and reimburse themselves by undue rates upon passengers. Canals have only to maintain highway; are not carriers. Is not aware of any canal making 10 or 15 per cent.; if Vale of Neath canal divide 12 and 15 per cent. it must be due to something more than mere profit on the carriage. Reason why railways sometimes carry at a loss; if they were to carry no goods but what were profitable they could lower the passenger rates; nothing to prevent them discontinuing the carrying of goods. Thinks he can give the Commission a list of cases where railway companies have raised the rates after purchasing the canals. Mentions a case where the amalgamation of a canal with a railway company was prevented, but a lease afterwards taken under the power of a clause in the Canal Carriers Act of 1845, and the rates increased. In such a case could not appear before Parliament, and secure maintenance of existing rates; Clause now repealed. Act was passed to benefit canal companies; would have inserted a clause in Act if evil had been foreseen; 10,020–10,045. 10,047, 10,048. 10,053–10,057. Clauses were inserted in Act amalgamating Huddersfield Canal with London and North-western Railway, which give power to Board of Trade to remedy evils arising from amalgamation. Inconveniences did arise, but there was no appeal to Board of Trade; reason why a similar clause is not inserted in all railway and canal amalgamation Acts; 10,046. 10,049–10,052. 10,058–10,061. Railway companies by law are simply owners of the road; are also empowered to carry. Reason why it would not be practicable for different people to be carrying goods on a railway. Railways were formerly only carriers of passengers, all goods traffic being carried on by independent persons, such as Pickford & Co., &c., who collected and distributed the goods, the railway finding the engine power. Carriers paid railway toll, and charged public their own rates. Change of system has benefited the public, but thinks some reduction would have taken place in time if they had been independent. Advantage of company having the methodizing of all traffic more than counterbalanced by increased activity of individuals. Reason as to how canal companies got an Act enabling them to become carriers as well as receivers of tolls if it were a benefit to the public for railway companies to take tolls only. Is not the constant practice for persons having manufactories, &c. by the side of railways to collect and distribute goods; minerals are collected at sidings of proprietor and delivered at the siding of party

Wilson, Mr. Thomas—*cont.*
to whom consigned; 10,063–10,096. Motive that induced Messrs. Pickford to give up their canal establishments; 10,097, 10,098. Canals remaining independent are injured by having their feeders cut off; railways very seldom act as feeders to canals; 10,099–10,101. Canals are not so profitable now as they were before they had to compete with railways; have very largely reduced their tolls and charges. Traffic has been larger on Aire and Calder Navigation, but profits less. Cannot say whether Duke of Bridgewater's canal has suffered as much as many others; 10,102–10,107. Discussion as to whether conveyance by railway has proved cheaper than conveyance by canal; 10,108–10,112. There is a temptation to engineers and contractors to make unprofitable lines upon speculation that they will be bought by other companies; 10,113, 10,114.

See also Grierson. Smithells.

Wingerworth Coal Company:

Observations by the proprietors of, on the railway companies' working of coal traffic; *App.* BV. Further statement from, in reply to Mr. Allport's evidence; *App.* BW. Further observations by, in reply to Mr. Allport's additional evidence; *App.* CM.

[For Answers to Complaints from, *see* Allport, Further Examination, 2.]

Wolverhampton:

Complaint from, of inequalities in rates on hardware goods; particulars of numerous instances given; *Walker* 10,637–10,647. Rates on steel; Sheffield traders can deliver steel at London for less than at Birmingham or Wolverhampton, both places being nearer to Sheffield and requiring the article more than London. Inequalities tend generally against Wolverhampton; *ib.* 10,648–10,651. Capricious nature of rates; some of the inequalities arise through water competition elsewhere; *ib.* 10,652–10,663. Rates are low where there is competition, but where there is none companies seem to charge as much as they can get; *ib.* 10,664, 10,665. No apparent competition now with canals; *ib.* 10,670–10,676. Sea competition not available, Wolverhampton being so far inland; *ib.* 10,688. Discussion as to probable causes of inequalities; *ib.* 10,690–10,697. 10,715, 10,716. Town would gain by a revision of rates; *ib.* 10,698–10,704. Rates appear to be fixed without reference to profit or loss; *ib.* 10,705. Witness would leave to others to remedy what he complains of. Necessity of lower rates to London; *ib.* 10,706–10,712. Present rates have been in existence for years; *ib.* 10,717–10,720. Although two railways come into the town, rates are identical; *ib.* 10,721–10,725. Classification is very imperfect; *ib.* 10,726–10,733. Foreign competition is aggravated by high rates; *ib.* 10,742. Statement on behalf of railway company in reply; *Grierson* 11,868–11,874. 11,879.

Witness is Secretary of the Wolverhampton Chamber of Commerce; *Gibbs* 10,746. Hands in resolutions of Chamber respecting unfair and unequal rates; *ib.* 10,748. Proceeds to discuss same and to state views of the Chamber, which he has been deputed by them to do; 10,749–10,870.

Answer to the above on behalf of the railway company; *Cawkwell* 11,681; *Grierson* 11,880 *et seq.*

Memorial from the Wolverhompton Chamber of Commerce respecting railway charges; *App.* BF.

Wooler, Mr. William Alexander. (*Analysis of his Evidence.*)

Is a coal owner at Darlington; represents Chamber of Commerce there; 9552–9554. Complains of the high and unequal passengers rates charged by North-eastern Railway Company; gives instances, and delivers in table showing rates per mile for each class, and the percentages; 9555–9559. Rate per mile from Darlington to Newcastle; much higher than to other places on same line. With one small exception, North-eastern Company hold whole of district between York and Newcastle and Newcastle and Carlisle; 9560–9566. 9678. Parties having influence, and directors being competitive coal owners, are much favoured by railway company. Witness owns two collieries. Company make a practice of charging to Middlesboro' from the collieries 3*s.* per ton, but if more than 20,000 tons per annum are sent, a drawback of 1*s.* per ton is allowed; small collieries that do not send this amount lose the drawback. No stipulation as to the quantity to be sent at a time. Company find the waggons and take the coal away when it suits them. Reduction

Wooler, Mr. William Alexander—*cont.*
of price to large coal owners does not represent any real saving of trouble to the company. Two or three coal owners would be allowed to unite to make up the required quantity, and company would send to the different collieries to collect from them; but it would have to go in one man's name. Some years ago company gave notice that they would not take less than eight waggons, but this order has not been acted upon; 9567–9590. Believes there are special rates and drawbacks allowed to different dealers. Tried a year or two ago to send coke to Glasgow, but could not compete with a neighbour (a director of the railway), for although he was selling his coke at the ovens at 3*d.* to 6*d.* per ton higher, and had to pay for the hire of the waggons (which witness had not), he was able to send it to Glasgow by same route, and sell much cheaper. Witness lost nearly 3*s.* per ton. Did not ask for special rates; thinks they should be published; 9591–9619. Mentions a case where trade was quite stopped for want of waggons, although at one director's colliery they had abundance, and at another 70 empty waggons were standing, with not coke enough at the benches to fill one-third of them. Coal owners do not use own waggons in the general trade; 9620–9628. Produces a tabular statement, showing that in 1864 and up to end of last month there was a deficiency in the supply of waggons to witness to the number of 77,666; was not only a loss of profit that would have been gained upon such a number, but a serious inconvenience from the accumulation of coal at the collieries, and deterioration from breakage; 9629–9633. Met a deputation of the directors, and stated a case where on a particular day they had failed to send the required number of waggons; upon inquiry of the mineral manager, it was found that undue preference had been given to another coal owner. Appointment did not result in any good. Mineral manager resigned; 9634, 9635. 9646, 9647. Mentions another case where a shipper was subjected to inconvenience and loss in consequence of company failing to supply waggons; 9636. How mineral manager, who was a part owner of small colliery, supplied himself with waggons to injury of witness. Does not contend that company should find all the waggons required, but that those possessed should be equally divided. Trade upon the Stockton and Darlington line most extensive of any, and traffic pays well. Thinks waggon supply rather short. Collieries never supply their own waggons for shipping trade or local trade to iron works; 9637–9645. 9648–9656. Thinks a special commission to attend to interests of public with reference to railways would remedy these grievances; should be a roving commission with a central board in London; such a board would soon settle matters in dispute. Companies publish dues authorized by Parliament, but not those really levied. Would not prohibit special rates being made, provided everybody had same advantages under similar circumstances. No special rates or drawbacks should be permitted except by ruling body in London. Should not be allowed to lower rates without special permission; must be lowered universally, and notice given; 9657–9673. Is objectionable in many ways that persons interested in the communication should act as railway directors, but sometimes advantageous to have those who know wants of trade as well as management of line; 9674–9676. Witness has no water communication to his colliery; 9677. Had no advantages of competition when Stockton and Darlington line was a separate undertaking. Mentions a case where undue preference was given to a director of the company to the injury of certain large ironworks; 9679–9682. Does not know reason for company allowing a drawback upon some coke sent to the other side of Leeds; 9683–9686. All the depôts of household coal are built by the company, and they allot them only to such colliers as they select; would not allot any to witness; offered to put some old buildings in repair, and pay same rent as others, but was refused. Sent agents round and sought private orders, but when waggons were sent company charged 1*s.* per ton more; the reason they gave for so doing. No work in any shape that represented that 1*s.* per ton. System adopted by North-eastern Company has raised price of household coal over all the district; 9687–9698. Irregularities in rates greater in second class than in first; rates are heavier from Darlington than they are from almost anywhere else. Does not know any reason; 9699–9703. North-eastern do not give same facilities for coke as for lime. A large coal owner was obliged to sell some hundreds of his waggons because they were not regularly supplied by company; thinks they wish to discourage use of private waggons. States that safety of passengers is not sufficiently cared

WOOLER, MR. WILLIAM ALEXANDER—*cont.*
for at Yarmouth; two persons have lost their lives; 9704–9715.

See also O'BRIEN. MACNAY. STOCKTON AND DARLINGTON RAILWAY.

WORKING EXPENSES. *See* COST OF CONVEYANCE AND WORKING.

WORKMEN'S TRAINS:

Very cheap trains on North Staffordshire railway for workmen in the Potteries, by which large numbers travel daily to and from their work; *Morris* 14,353–14,356. 14,359. 14,363–14,368.

Suggestion of a workmen's train at ¼*d.* per mile; *Bidder* 16,987.

WRAGGE, MR. FREDERICK. (*Analysis of his Evidence.*)

Is commercial manager of Earl Granville's Shelton Collieries and Ironworks in North Staffordshire, chairman of North Staffordshire Coal and Iron Masters Association, and formerly manager of goods and mineral traffic on Midland railway; 15,413, 15,414. Charges companies may legally make are not defined with sufficient exactitude; gives an illustration showing how a certain company charged under the six miles clause 1*s.* 4*d.* per ton for carrying bricks a distance of only three-quarters of a mile; charge was 2½*d.* more than they were entitled to under this clause, and 8½*d.* more than their maximum legal charge; under what heads the excess occurred; company stated that in this case, not being common carriers, they were not bound by their maximum clause; how matter was finally settled. Law should be altered so that public could tell when companies could exercise option of acting as common carriers or not. In the case mentioned, although charge was illegal, trader was advised not to resist claim. Considers that terminals are constantly made when companies perform no service whatever beyond mere conveyance of traffic; would be just as reasonable to charge a terminal for passengers. The "reasonable" sum allowed to be charged for terminals should be defined by Act of Parliament; 15,415. 15,418–15,441. 15,461–15,464. 15,466. Believes that in generality of cases companies charge more than they are entitled to; does not mean to say that they charge more than is laid down in their Acts for haulage; 15,416, 15,417. 15,442, 15,443. 15,465. Publication of maximum tolls and terminal charges at each station would not remedy evils; mentions some of the inconveniences and delays caused by traders not knowing exact maximum charges for goods between two given points. Would be a great improvement if a uniform maximum charge were adopted and fixed by a general Act. Why it should be applicable to all railways for similar services. Speaking from a trader's point of view, companies should not be allowed to charge high rates because line was expensive to make. Variation between charges of different companies very numerous; 15,444–15,448. 15,458–15,460. 15,475. 15,491–15,493. Success of a railway depends more upon amount of traffic than upon charge per mile. If Government were to grant a mere maximum in regard to cost of lines, it is probable that it would not be to interest of companies holding those lines to charge maximum rates. Knows there are companies who find it profitable to charge less than the maximum rates. Would be a mistake if companies took into consideration cost of line in determining charges; cost is a very important point for consideration before a line is made, but not after. Best managed railways take into consideration whether a small traffic at a high charge or a large one at a small charge is most profitable; 15,449–15,457. There should be some tribunal to whom traders could apply in case of differences, without necessity of going in first instance into a court of law. Instances the Poor Law Board and Committee of Council on Education. Decision should have the effect of a legal judgment, but giving either party power to appeal to a court of law; thinks right would not be always exercised. Thinks if people could legislate claims free of cost to themselves they would not be tempted to make those that were unsustainable. The reason traders do not appeal to law through its present tribunal is that it is not worth the while of small traders, and the large ones fear of offending companies; gives two or three illustrations where they did cause inconvenience to traders who disputed their charges; 15,467–15,472. 15,507–15,523. Agrees with suggestion that, assuming the law to remain as at present, an appeal might be made to Board of Trade to appoint an arbitrator to say whether charge was or was not reasonable, the party decided against paying all expenses. Such a course would be less expensive than an appeal to a court of law. Would rather have an authority appointed to decide whether charges made for services rendered and for terminals were legal; cannot tell now what are the legal charges. Maximum tolls are defined by Act of Parliament, but not terminals. Appeal can be made to a county court, but great difficulty in getting a satisfactory decision; if charges were clearly defined, county court judges would have much less difficulty in deciding differences; 15,473, 15,474. 15,476–15,482. 15,486–15,490. 15,502, 15,503. 15,524–15,530. Would have a fixed terminal charge according to services performed. Terminal should be higher for London only when it includes delivery of the goods; 15,483–15,485. 15,504–15,506. In many cases companies charge more than the maximum for iron for distances of from 50 to 100 miles. In what way witness considers they break the law; is not prepared to give any instances to prove the charge; 15,494–15,501. States that companies charge without reference to their Acts, but according to what they conceive the traffic will bear; have been cases where charges having been disputed companies have been unable to state items of charge; 15,531–15,534. Companies have often great difficulty in getting traders who send their traffic on credit to settle their accounts; 15,535.

WRIGHT, MR. JOHN S. (*Analysis of his Evidence.*)

Is a manufacturer and merchant at Birmingham, vice-president of the Chamber of Commerce, and acting Chairman of the Council; 623–625. Is familiar with the railway charges on goods; 626. Those from Birmingham are generally very high, and also very unequal. Gives examples; 626–631. 754–760. Railways make occasional and unfair changes in the rates and classification and in the division of goods sent; 632–644. Railways own and influence canals, by which they prevent competition; 645–652. There are several railways running into Birmingham, but competition between them has always been suppressed by combination; 653–656. Proposes as a remedy that the rates should be placed under the supervision of some independent board, and regulated with some regard to uniformity, by a graduated mileage rate. This proposition discussed; 657–676. 688–707. 750. Reasons why unequal charges are made; 677–687. 708–715. Lower rates would increase traffic; 716–724. Unjust charges on travellers' patterns; 725–738. Difficulty of redress by litigation against railway companies; 739–745. Regulations proposed as to classification; 746–750. Chamber of Commerce does not ordinarily appeal to railway company for redress; 751, 752. Increase of traffic from Birmingham; 753. Imperfection and inequalities of present classification of goods; 761, 762. Liability of goods to damage, and responsibility of railway companies for same; 763–772.

See also ALLPORT, Further Examination (1.) CAWKWELL. GRIERSON.

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ROYAL COMMISSION ON RAILWAYS.

APPENDICES TO EVIDENCE

TAKEN BEFORE

THE COMMISSIONERS,

VOL. II.

RETURNS FROM RAILWAY COMPANIES.

Presented to both Houses of Parliament by Command of Her Majesty.

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PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

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NOTICE.

The present Volume contains a series of Returns made by the Railway Companies to Inquiries addressed to them by the Commission.

The inquiries were arranged under nine heads, viz. :—

Nos. 1, 2, 3, contained questions in regard to Railway Charges for the Carriage of various kinds of goods, and the Conditions applicable thereto.

No. 4 asked for a List of the Acts of Parliament under which Rates and Tolls were levied.

No. 5 contained inquiries as to Passenger Fares ;—

No. 6 as to the Rates for Parcels ;—

No. 7 as to the Charges for Horses, Carriages, and Dogs by Passenger Trains ; and,

No. 8 as to the Charges for Live Stock by Goods Trains.

No. 9 was for the purpose of comparing the present Rates and Charges with those levied on the same lines about 10 and 25 years ago respectively.

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LONDON AND NORTH-WESTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The lines of the London and North-western Railway Company; 1,268 miles in length.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*[1]	4 tons	Usually 6 miles, but the distance varies according to circumstances, the requirements of trade, &c.	½*d.* to 1½*d.*[2]	½*d.* to 1*d.*[2]	The charge for terminal services and station accommodation on this description of traffic varies from 6*d.* to 9*d.* per ton. On the St. Helen's line, in two or three cases, for particular articles, there are special rates lower than these, including terminals.	The terminal charges are included in the rates given in the preceding columns. As a matter of convenience to all parties quotations of rates and terminals are made to the public in gross sums.	The Company do not ordinarily undertake the service of loading and unloading this description of traffic, unless requested by the consignee to do so, when a charge is made to cover the cost.	Yes.
Cannel	The Company do not find waggons for this traffic except in a few special cases.								
Chromate ores									
Cinders									
Clay									
Coal									
Coke									
Compost									
Coprolites, *for manure*	1*s.* 6*d.*	4 tons	Same reply as given for bricks.	1*d.* to 1½*d.*	½*d.* to 1*d.*				
Culm	The Company do not find waggons for this traffic.								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 6*d.*	4 tons	Same reply as given for bricks.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Dross	The Company do not find waggons for this traffic.								
Fire bricks and clay	1*s.* 6*d.*	4 tons	Same reply as given for bricks.	¾*d.* to 1½*d.*	½*d.* to ¾*d.*				
Flagstones									
Granite, *undressed*									
Gravel									
Iron ore	6*d.*	4 tons	Do.	¾*d.* to 1*d.*	½*d.* to ¾*d.*				
Iron, *pig*	1*s.* 6*d.*	4 tons	Do.	¾*d.* to 1½*d.*	½*d.* to ¾*d.*				
Iron stone	1*s.*	4 tons	Do.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Lime and limestone									
Manure, *in bulk*	1*s.*	4 tons	Do.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Materials for road repairs.	1*s.*	4 tons	Do.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Peat									
Potters' earth									
Pyrites									
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	The Company do not find waggons for this traffic.								
Sand									
Scoriæ									
Slag									
Slates, *common*	1*s.* 6*d.*	4 tons	Same reply as given for bricks.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*									
Sulphur ore									
Tiles	1*s.*	4 tons	Do.	¾*d.* to 1½*d.*	½*d.* to 1*d.*				
Turf									
Zinc ore									

[1] In fixing the rates and charges regard is had to the local circumstances, the nature and value of the article to be carried, the existence and extent of competition by sea or by inland navigation or otherwise, between the same or neighbouring places, and also to the rates and charges from other producing districts to the same market.
The minimum rate in this column includes all charges and terminals, but such minimum is modified in special cases, according to circumstances.

[2] The mileage charge stated in these columns (*b.*) is in all cases in addition to the before-mentioned minimum.

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No; they are modified according to circumstances.

4. If not, state the nature of the exceptions?

Traders finding their own sidings, shunting and marshalling their own trucks into trains, sending full train loads at one time, &c., &c., &c.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk.

6. If not, state in what respects you depart from this condition?

See answer to No. 5.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

A reasonable time for loading, according to the nature of the traffic, and two clear days for unloading.

9. What charge do make for demurrage of waggons?

Three shillings per waggon per diem after two clear days.

London and North-western Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges.
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure*	See note 1 to the Table above.—The public very rarely, if ever, find waggons for this traffic, but if they did, we should make an allowance of about ½*d.* per ton per mile for so doing.						
Culm	Same as coal.						
Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig*	The public rarely find waggons for this traffic. In cases where private waggons are used an allowance special to each case is agreed on. One-eighth of a penny per ton per mile is a common allowance.					The charge for terminal services and station accommodation on this description of traffic varies from 2*d.* to 6*d.* per ton.	The terminal charges are included in the rates given in the preceding columns as a matter of convenience to all parties. Quotations of rates and terminals are made to the public in gross sums.
Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag	The public rarely find waggons for this traffic. Where private waggons are used an allowance special to each case is agreed on.						
	6*d.* to 1*s.*	4 tons	Usually 6 miles, but varies according to circumstances.	¾*d.* to 1*d.*	½*d.* to ¾*d.*		
Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	Same reply as to iron stone, &c. as above.						
	Varies from 6*d.* to 1*s.*	4 tons	6 miles, but varies according to circumstances.	½*d.* to 1*d.*	$\frac{7}{10}$*d.* to ¾*d.*	2*d.* to 6*d.*	No.

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — No. They vary according to circumstances (see special note in preceding page).

12. If not, state the nature of the exceptions? — See answer to No. 4.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? And if so, in what time? — No. The waggons are conveyed and returned in the same time and by same trains as the company's waggons, and are otherwise treated in transit the same as the company's waggons.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, with all companies willing to book through.

18. Are junctions considered as stations for this class of traffic? — Not always, but generally as places for interchange of through traffic.

19. If not, state the exceptions? — When there is no station there.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Traffic is handed in the same waggon to the next company for forward transit, without delay or trans-shipment, except in cases of break of gauge.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

London and North-western Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to for Distances beyond 50 Miles.	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the SPECIAL CLASS of the Clearing House Classification. Appendix CP.	Two shillings per ton in a few instances, but generally from 3*s.* to 4*s.* per ton.	Generally two tons, but in special cases one ton.	Six miles.	From 1½*d.* to 2½*d.* per ton per mile generally, but lower rates than these are sometimes charged to meet special cases.	From 1*d.* to 2*d.* per ton per mile generally, but lower rates are made to meet special cases.	Generally from 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end, and is not included in the two previous columns.		No separate charge is made, as these services are included in the terminal.		No, except in the case of private sidings, when the loading or unloading is done by the owner of the sidings, in which cases an allowance is made by agreement.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

No; the charges vary according to circumstances; competition both by rail and by water; the distance between the manufactory and the markets; and the general development of traffic to encourage it to come on to the line.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

5. If not, state in what respects you depart from this condition.

Principally at company's risk; certain articles are carried at owner's risk, when a lower rate is charged to the public.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No specific time agreed upon; but generally, in practice, from 24 hours to 48 hours, except in very long distances.

7. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four to 48 hours are allowed.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

9. What charge for warehousing is made after the period has expired?

This class of traffic is not, as a rule, warehoused; the scale of warehousing charges varies in different districts, and according to the cost of service and accommodation rendered.

10. What charge do you make for demurrage of waggons?

Three shillings a day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

This company do so under agreements with the other companies.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception.

Not as stations, but as places of interchange when entered at through rates, but if it is booked to the junction, then, for the purpose of forward transit, the junctions become booking stations.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Local rates are charged to the junction where the traffic is handed over to the other company, who carry it forward at their local rates, but such cases are very exceptional.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

No.

b. Or how otherwise?

No.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Not always by the shortest route; the company have several routes between the same stations on their system, and they classify the traffic so as to work it conveniently and carry it to its destination in the shortest time; for instance, Liverpool and Manchester, London and Manchester, London and Liverpool, Birmingham and Wolverhampton.

London and North-western Railway.—Inquiry No. 2.—*continued.*

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes; the shortest route on our own line.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — Yes; salt, gas-tar, sanitary tubes, pit or prop wood.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification. Appendix CP.	Sixpence.	Minimum scale. 25 miles and under 26 „ to 50 miles: 28 lbs. 0 6; 56 lbs. 0 6 / 51 „ to 100 „: 0 9 / 0 8 / 101 „ to 150 „: 1 0 / 1 3 / 151 „ to 200 „: 1 3 / 1 6 / 201 „ to 300 „: 1 9 / 2 3	Five shillings.	Six miles.	From 2*d.* to 2½*d.* per ton per mile.	From 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end, but in cases of very light, fragile, or bulky articles the charge is more.	Not in the mileage rates, but they are included in the gross rate charged to the public.	It varies from 2*s.* per ton in the country to 7*s.* per ton in London for collection, and the same for delivery.	Not in the mileage rates, but in the gross rate quoted to the public.	Yes; special arrangements are required for articles of great weight, bulk, or of a fragile character, and for delivery beyond the usual limits.	No.

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification. Appendix CP.	Sixpence.	Minimum scale. 25 miles and under 26 „ to 50 miles: 28 lbs. 0 6; 56 lbs. 0 6 / 51 „ to 100 „: 0 9 / 0 8 / 101 „ to 150 „: 1 0 / 1 3 / 151 „ to 200 „: 1 3 / 1 6 / 201 „ to 300 „: 1 9 / 2 3	Five shillings.	Six miles.	From 2*d.* to 2½*d.* per ton per mile.	From 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end; but in cases of very light, fragile, or bulky articles the charge is more.	Not in the mileage rates, but they are included in the gross rate charged to the public.	It varies from 2*s.* per ton in the country to 7*s.* per ton in London for collection, and the same for delivery.	Not in the mileage rates, but in the gross rate quoted to the public.	Yes; special arrangements are required for articles of great weight, bulk, or of a fragile character, and for delivery beyond the usual limits.	No.

London and North-western Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	What is the minimum Charge for Articles under 112 lbs. Weight? (a.)	What is the Scale of Charge for Articles under 112 lbs. according to Distance? (a.)	What is the minimum Charge per Ton? (b.)	What is the Distance to which this Charge is applicable? (b.)	What is the Charge per Ton per Mile when this Distance is exceeded? (c.)	What is the Charge per Ton for Porterage and Station Accommodation? (d.)	Are these Charges included in the Mileage Rates? (d.)	What is the Charge per Ton for Collection and Delivery? (e.)	Are these Charges included in the Mileage Rates? (e.)	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges. (f.)	Are any of these Articles carried upon Toll, and, if so, at what Rates? (g.)
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	Minimum scale. 25 miles and under 26: 28 lbs. 0 6; 56 lbs. 0 6 8 26 „ to 50 miles: 0 6; 0 8 51 „ to 100 „: 0 9; 1 0 101 „ to 150 „: 1 0; 1 3 151 „ to 200 „: 1 3; 1 6 201 „ to 300 „: 1 9; 2 3	Five shillings.	Six miles.	From 2¾*d.* to 3*d.* per ton per mile.	From 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end; but in cases of very light, fragile, or bulky articles the charge is more.	Not in the mileage rates, but they are included in the gross rate charged to the public.	It varies from 2*s.* per ton in the country to 7*s.* per ton in London for collection, and the same for delivery.	Not in the mileage rates, but in the gross rate quoted to the public.	Yes; special arrangements are required for articles of great weight, bulk, or of a fragile character, and for delivery beyond the usual limits.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	What is the minimum Charge for Articles under 112 lbs. Weight? (a.)	What is the Scale of Charge for Articles under 112 lbs. according to Distance? (a.)	What is the minimum Charge per Ton? (b.)	What is the Distance to which this Charge is applicable? (b.)	What is the Charge per Ton per Mile when this Distance is exceeded? (c.)	What is the Charge per Ton for Porterage and Station Accommodation? (d.)	Are these Charges included in the Mileage Rates? (d.)	What is the Charge per Ton for Collection and Delivery? (e.)	Are these Charges included in the Mileage Rates? (e.)	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges. (f.)	Are any of these Articles carried upon Toll, and, if so, at what Rates? (g.)
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	Minimum scale. 25 miles and under 26: 28 lbs. 0 6; 56 lbs. 0 6 8 26 „ to 50 miles: 0 6; 0 8 51 „ to 100 „: 0 9; 1 0 101 „ to 150 „: 1 0; 1 3 151 „ to 200 „: 1 3; 1 6 201 „ to 300 „: 1 9; 2 3	Five shillings.	Six miles.	From 3*d.* to 3¼*d.* per ton per mile.	From 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end; but in cases of very light, fragile, or bulky articles the charge is more.	Not in the mileage rates, but they are included in the gross rate charged to the public.	It varies from 2*s.* per ton in the country to 7*s.* per ton in London for collection, and the same for delivery.	Not in the mileage rates, but in the gross rate quoted to the public.	Yes; special arrangements are required for articles of great weight, bulk, or of a fragile character, and for delivery beyond the usual limits.	No.

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	What is the minimum Charge for Articles under 112 lbs. Weight? (a.)	What is the Scale of Charge for Articles under 112 lbs. according to Distance? (a.)	What is the minimum Charge per Ton? (b.)	What is the Distance to which this Charge is applicable? (b.)	What is the Charge per Ton per Mile when this Distance is exceeded? (c.)	What is the Charge per Ton for Porterage and Station Accommodation? (d.)	Are these Charges included in the Mileage Rates? (d.)	What is the Charge per Ton for Collection and Delivery? (e.)	Are these Charges included in the Mileage Rates? (e.)	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges. (f.)	Are any of these Articles carried upon Toll, and, if so, at what Rates? (g.)
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	Minimum scale. 25 miles and under 26: 28 lbs. 0 6; 56 lbs. 0 6 8 26 „ to 50 miles: 0 6; 0 8 51 „ to 100 „: 0 9; 1 0 101 „ to 150 „: 1 0; 1 3 151 „ to 200 „: 1 3; 1 6 201 „ to 300 „: 1 9; 2 3	Five shillings.	Six miles.	From 3*d.* to 3¼*d.* per ton per mile.	From 1*s.* 6*d.* to 2*s.* 6*d.* per ton at each end; but in cases of very light, fragile, or bulky articles the charge is more.	Not in the mileage rates, but they are included in the gross rates charged to the public.	It varies from 2*s.* per ton in the country to 7*s.* per ton in London for collection, and the same for delivery.	Not in the mileage rates, but in the gross rate quoted to the public.	Yes; special arrangements are required for articles of great weight, bulk, or of a fragile character, and for delivery beyond the usual limits.	No.

London and North-western Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Carried in accordance with Clearing House Regulations, see page 48, edition 1866.										
Basket carriage bodies and Bath chairs, *at Company's risk.*	"	"	"	"	"	"	"	23,	"		
Caravans, *showmen's and others.*	"	"	"	"	"	"	"	25,	"		
Carriage bodies, *finished, in cases.*	"	"	"	"	"	"	"	26,	"		
Railway carriages, on their own wheels.	"	"	"	"	"	"	"	40,	"		
Boilers of unusual dimensions.	By special contract only.										
Contractor's waggons and materials (*excepting rails and chairs*).	In accordance with Clearing House Regulations, see page 54, edition 1866.										
Furniture, *in mats or loose.*	"	"	"	"	"	"	"	30,	"		
Furniture, *in vans, carts, or frames.*	"	"	"	"	"	"	"	30,	"		
Forgings or castings, above 6 tons.	By special contract.										
Gunpowder - -	In accordance with Clearing House Regulations, page 48, edition 1866, except ammunition and other combustible stores for Her Majesty's Government, which are carried by the contract.										
Lucifer maches, and other inflammable articles.	In accordance with Clearing House Regulations, page 48, edition 1866.										
Locomotive engines and tenders, on their own wheels.	"	"	"	"	"	"	"	36,	"		
Petroleum and photogenic oil.	"	"	"	"	"	"	"	50,			
Railway waggons -	"	"	"	"	"	"	"	40,	"		
Statuary - - -	Special contract.										
Returned empty packages.	In accordance with Clearing House scale, see page 52, edition 1866.										

Small parcels - -

Minimum scale	28 lbs. s. d.	56 lbs. s. d.
25 miles and under	0 6	0 6
26 " to 50 miles	0 6	0 8
51 " to 100 "	0 9	1 0
101 " to 150 "	1 0	1 3
151 " to 200 "	1 3	1 6
201 " to 300 "	1 9	2 3

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

No; the charges vary according to circumstances; competition, both by rail and by water; the distance between the manufactory and the markets; and the general development of traffic to encourage it to come on to the rail.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

5. If not, state in what respects you depart from this condition.

Principally at company's risk; certain articles are carried at owner's risk, when a lower rate is charged to the public.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No specific time agred upon; but generally, in practice, from 24 hours to 48 hours, except in very long distances.

7. What time is allowed at the stations for loading and unloading this class of traffic?

From 24 to 48 hours are allowed.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

9. What charge for warehousing is made after the period has expired?

The scale of warehousing charges varies in different districts, and according to the cost of service and accommodation rendered.

10. What charge do you make for demurrage of waggons?

Three shillings per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

This company do so under agreements with the other companies.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception.

Not as stations, but as places of interchange when entered at through rates, but if it is booked to the junction, then, for the purpose of forward transit, the junctions become booking stations.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Local rates are charged to the junction where the traffic is handed over to the other company, who carry it forward at their local rates, but such cases are very exceptional.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

No.

b. Or how otherwise?

No.

London and North-western Railway.—Inquiry No. 3.—*continued.*

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

A special arrangement exists with the brewers at Burton as to the carriage of beer.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Not always by the shortest route; the company have several routes between the same stations on their system, and they classify the traffic so as to work it conveniently and carry it to its destination in the shortest time; for instance, Liverpool and Manchester, London and Manchester, London and Liverpool, Birmingham and Wolverhampton.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes; the shortest route on our own line.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy Tolls and Rates on the lines included in your former return.

9 & 10 Vict. c. 204. [1846], London, Birmingham, Liverpool, Manchester, &c.
7 Vict. c. 37. [1844], Preston, Lancaster, and Carlisle.
9 & 10 Vict. c. 300. [1846], South Staffordshire.
7 & 8 Vict. c. 65. [1844], Chester and Holyhead.
9 & 10 Vict. c. 231. [1846], North Union—Parkside to Preston, &c.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*			*d.*	*d.*	*d.*	*d.*			*d.*	*d.*
Average fares charged per mile.	2·50	3·76	2·01	3·05	Nil.	Nil.	1·95	2·93	1·44	2·17	—	—	·95	1·65
Highest - -	2·57	3·76	2·07	3·05	Nil.	Nil.	2·07	3·17	1·54	2·23	—	—	1·	2·
Lowest -	2·28	3·76	1·85	3·05	Nil.	Nil.	1·36	2·09	1·	1·54	—	—	·66	1·
Maximum fares allowed by Act of Parliament - -	2½*d.* per mile, with Government duty added, and 1*s.* for Euston incline.	—	—	—	—	—	2*d.* per mile, with Government duty added, and 1*s.* for Euston incline.	—	1¾*d.* per mile, with Government duty added, and 1*s.* for Euston incline.	—	—	—	1*d.* per mile.	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

London to Newton Bridge, 188 miles, 43*s.* 6*d.*, 1st express single.
London to Chester, 178 miles, 60*s.* 9*d.*, 1st express return; 49*s.* 6*d.*, 2nd express return.
London to Crewe, 157 miles, 29*s.* 6*d.*, 2nd express single.
Birmingham to Wolverhampton, 13 miles, 2*s.* 4*d.*, 1st ordinary single; 1*s.* 9*d.*, 2nd ordinary single; 2*s.* 6*d.*, 2nd ordinary return.
Manchester to Wigan, 18 miles, 5*s.*, 1st ordinary return.
London to Liverpool, 201 miles, 16*s.* 9*d.*, parliamentary single.
Tipton to Birmingham, 8 miles, 1*s.* 4*d.*, parliamentary return.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

London to Bletchley, 46 miles, 10*s.* 3*d.*, 1st express single; 8*s.* 6*d.*, 2nd express single.
London to Chester, 178 miles, 60*s.* 9*d.*, 1st express return; 49*s.* 6*d.*, 2nd express return.
Birmingham to to Walsall, 11 miles, 1*s.* 4*d.*, 1st ordinary single; 2*s.*, 1st ordinary return; 1*s.* 6*d.*, 2nd ordinary return.
Manchester to Stockport, 6 miles, 6*d.*, 2nd ordinary single; 4*d.*, parliamentary single; 6*d.*, parliamentary return.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Market tickets are issued only to one or two points, such as Wolverton. The charge for the double journey is about a single fare, with 10 per cent. added.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - 36⅝ miles per hour.
„ „ ordinary passenger trains „ - - - - 28⅝ „
„ „ parliamentary „ „ - - - - 19⅝ „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

Excursion trains have been run from London to the provinces, and from the provinces to London about once every three weeks during the summer months from June to October.

London and North-western Railway.—Inquiry No. 5.—*continued.*

Excursion trains are also run from the manufacturing districts of Lancashire, Yorkshire, Staffordshire and Warwickshire to the coast of North Wales every Saturday during the summer season at low fares, the tickets being available for return on the following Monday.

At general holidays, such as Easter and Whitsuntide, cheap trains are run for the accommodation of the working classes to and from all the principal towns on the system; the period of time for which the tickets by these cheap trains are available varies from two to five days.

Similar facilities are afforded (in the respective districts affected) on the occasion of many of the annual provincial gatherings, such as Chester, Northampton, or Shrewsbury Races, Birmingham Cattle Show and Onion Fair, Buxton Well Dressing, the Welsh Eisteddfod; and some of the more important fairs and anniversaries, to which day-trips as well as excursions allowing a longer period are run.

The scale of charges adopted varies in certain localities, but as a general standard the following has been the basis of calculation :—

—	1st Class Carrriages.	Covered Carriages. (2nd or 3rd Class.)
For excursions allowing one to five days for return - - -	$\frac{5}{8}$ths of a penny per mile for the double journey.	$\frac{3}{8}$ths of a penny per mile for the double journey.
For excursions allowing longer periods up to three weeks for return -	Single 1st class fare - -	Single 3rd class fare.

Another class of excursions is that run for the conveyance of school parties. It consists of day-trips run at very low fares on the occasion of the annual treats given to such schools by the teachers, who generally take their scholars out to some place of attraction in the country, for distances varying from 10 to 50 miles away from their place of residence; the promoters generally add a small sum per head to the fare quoted by the railway company for the purpose of covering the incidental expenses of the party.

Similar arrangements are made for the conveyance of parties of "mill hands" and other operatives, for distances of 30, 40, or 50 miles, the scale of fares adopted being slightly in excess of the charges for the conveyance of school parties.

The average speed of excursion trains, including stoppages, is about 25 miles per hour, and the average number of passengers conveyed by such trains is 436.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

General Scale by Passenger Trains.

Distances.	Weights. 1 lb.	2 lbs.	3 lbs.	Above 3 lbs. and not exceeding 7 lbs.	—	—	Above	per lb.
	s. d.	*s. d.*	*s. d.*	*s. d.*		*s. d.*	lbs.	*d.*
Not exceeding 30 miles - -	0 6	0 6	0 6	0 6	Above 7 lbs., and not exceeding 24 lbs.	0 6	24	$\frac{1}{4}$
Above 30 miles and not exceeding 50 miles	0 6	0 6	0 6	0 8	„ 7 „ „ 16 „	0 8	16	$\frac{1}{2}$
„ 50 „ 100 „	0 6	0 6	0 8	0 10	„ 7 „ „ 16 „	1 0	16	$\frac{3}{4}$
„ 100 „ 150 „	0 6	0 9	1 0	1 3	„ 7 „ „ 15 „	1 3	15	1
„ 150 „ 200 „	0 8	1 0	1 3	1 6	„ 7 „ „ 14 „	1 6	14	$1\frac{1}{4}$
„ 200 „ 250 „	0 9	1 0	1 6	1 9	„ 7 „ „ 16 „	2 0	16	$1\frac{1}{2}$
„ 250 „ 300 „	0 9	1 0	1 6	1 9	„ 7 „ „ 16 „	2 4	16	$1\frac{3}{4}$
„ 300 „ 400 „	0 9	1 0	1 6	2 0	„ 7 „ „ 15 „	2 6	15	2
„ 400 „ 550 „	1 0	1 3	1 9	2 6	„ 7 „ „ 18 „	3 0	18	2
„ 550 miles - - -	1 0	1 3	1 9	2 6	„ 7 „ „ 16 „	3 0	16	$2\frac{1}{4}$

The same scale is in operation on the Lancaster and Carlisle, and Chester and Birkenhead sections, with the exception that 1 lb. parcels conveyed any distance not exceeding 30 miles are charged 4*d.* each.

This scale does not apply to traffic from English stations to Belfast, Kingstown, and Dublin.

Local Scale for Yorkshire and Lancashire District.

By Passenger Trains.

Distances.	Weights. Not exceeding 1 lb.	Above 1 lb. and not exceeding 2 lbs.	Above 2 lbs. and not exceeding 3 lbs.	Above 3 lbs. and not exceeding 4 lbs.	Above 4 lbs. and not exceeding 7 lbs.	Above 7 lbs. and not exceeding 14 lbs.	Above 14 lbs. and not exceeding 28 lbs.	Above 28 lbs. and not exceeding 56 lbs.	Above 56 lbs. and not exceeding 112 lbs.	Above 112 lbs. for each additional lb.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 12 miles - -	0 4	0 4	0 4	0 4	0 6	0 6	0 8	0 10	1 0	0 $0\frac{1}{8}$
Above 12 miles and not exceeding 25 miles	0 4	0 4	0 4	0 6	0 8	0 8	0 10	1 0	1 6	0 $0\frac{1}{4}$
„ 25 „ 50 „	0 4	0 6	0 6	0 8	0 9	0 10	1 0	1 6	2 6	0 $0\frac{1}{4}$
„ 50 „ 75 „	0 4	0 6	0 6	0 9	0 10	1 0	1 6	1 9	3 0	0 $0\frac{1}{4}$
„ 75 „ 110 „	0 4	0 6	0 8	0 10	1 0	1 3	2 0	2 3	3 6	0 $0\frac{1}{2}$

London and North-western Railway.—Inquiry No. 6.—*continued.*

Applying *only* to the district including Liverpool, Warrington, Manchester, Ashton, Stalybridge, Oldham, Huddersfield, Normanton, Leeds, Halifax, Bradford, Wakefield, Southport, Preston, Lytham, Blackpool, Fleetwood, Bolton, Blackburn, Colne, Chatburn, Widnes (Runcorn Gap), Rainford Junction, Stockport, Cheadle, Macclesfield, Buxton, and intermediate stations.

Van Parcels, specially addressed "per Van Train," conveyed between all the principal stations on the London and North-western Railway by one slow train daily, are charged one-half the ordinary parcels rates, delivery included, no less charge being made than the lowest ordinary charge for a parcel exceeding 7 lbs. in weight.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding 50*l.* each in value	3*d.* per horse.	3*s.* 6*d.* each horse.
„ „ 2 „ „ „		
„ „ 1 „ „ „		
Two-wheeled carriages - - - - - -	4*d.* per carriage.	5*s.* 6*d.* each carriage.
Four-wheeled „ - - - - - -		

Dogs -					*s.*	*d.*	
For distances not exceeding 10 miles - - -					0	3	each
„ above 10 miles and not exceeding 20 miles					0	6	„
„ 20	„	40	„		1	0	„
„ 40	„	80	„		1	6	„
„ 80	„	100	„		2	0	„
„ 100	„	130	„		2	6	„
„ 130	„	150	„		3	0	„
„ 150	„	200	„		4	0	„
„ 200	„	250	„		5	0	„
„ 250	„	300	„		6	0	„
Increasing at the rate of 6*d.* for each additional 50 miles or part of 50 miles.							

What is the rate of insurance on horses exceeding the above-mentioned values?

Five per cent. on declared value above 50*l.* per horse.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The rates are uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
	This depends upon the class of truck in which the stock is loaded; the London and North-western Company have four sizes, small, 14-feet, 15-feet, and large.	*s.* *d.*	*s.* *d.*	*s.* *d.*	Half trucks of stock are charged half the small waggon rate for each class of stock.				—	*s.* *d.*	*s.* *d.*	—
Fat cattle - -		0 $6\frac{7}{8}$	0 5	5 0					—	—	—	—
Lean cattle - -		0 $6\frac{7}{8}$	0 5	5 0					—	—	—	—
Sheep - -		0 $6\frac{7}{8}$	0 5	5 0					—	0 $11\frac{1}{4}$	0 11	—
Lambs - -		0 $6\frac{7}{8}$	0 5	5 0					—	0 $11\frac{1}{4}$	0 11	—
Bacon pigs - -		0 $8\frac{1}{4}$	0 6	5 0					—	1 $2\frac{1}{4}$	1 $2\frac{1}{2}$	—
Pork pigs - -		0 $8\frac{1}{4}$	0 6	5 0					—	1 $2\frac{1}{4}$	—	—
Horses in cattle trucks		0 11	0 8	5 0					—	—	—	—

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

The scale is a uniform one and applies to the whole of the system so that the cattle rates are equal at all parts excepting where from competition by sea or otherwise reduced rates are necessary; for instance, the rate from Aberdeen to London is 6*l.* per waggon, and the distance being 540 miles, the receipts only yield $2\frac{1}{2}$*d.* per waggon per mile. Again, in consequence of the competition by sea from the Dumfriesshire district our rates from that part to Liverpool yield only 3*d.* per waggon per mile; these two cases show the lowest rates in force over the London and North-western Company's system.

London and North-western Railway.—Inquiry No. 8.—*continued.*

The highest existing rates are charged between Lancaster and London, they are as under:—

Miles.	Horses.			Pigs and Calves.				Oxen and Sheep.			
	Small Waggon.	14-feet.	Large	Small.	14-feet.	Half Van.	Large.	Small Waggon.	14-feet Waggon.	Large Waggon.	Double Van.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
231	7 14 0	8 13 3	10 11 9	5 15 6	6 10 0	6 17 0	7 19 0	4 16 3	5 8 3	6 12 3	10 16 6

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

See previous remarks.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Stock going to the Royal Agricultural Society's shows is charged the full rate, but if it remains unsold and the *bonâ fide* property of exhibitor it is conveyed home free, viz., returned to the station at which it was received.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
Single passenger fares, 1st class	1842—3·348*d.*	2·170*d.*	2·22*d.*
„ „ 2nd class	„ 2·411*d.*	1·420*d.*	1·70*d.*
„ „ 3rd class	„ 1·312*d.*	·953*d.*	·95*d.*
Horses by passenger trains each	„ 5·112*d.*	3*d.*	3*d.*
Four-wheeled carriages „	„ 8·245*d.*	4*d.*	4*d.*
Parcels		No return.	
Oxen per head	1843—1·164*d.*	·5484*d.*	No return.
Sheep „	„ ·2065*d.*	·1123*d.*	Do.
Fish (Herrings, Yarmouth to Birmingham) per ton	No data to form sufficient accurate information.	No data to form sufficient accurate information.	1·60*d.*
Coal „			½*d.* to 1*d.* per ton per mile.
Bricks „			½*d.* to 1*d.* „
Manure „			½*d.* to 1*d.* „
Iron ore „			½*d.* to ¾*d.* „
Bar iron „			1*d.* to 2*d.* „
Iron castings „			1*d.* to 2*d.* „
Stone „			½*d.* to 1*d.* „
Lime „			½*d.* to 1*d.* „
Salt „			½*d.* to 1*d.* „
Grain „			1*d.* to 2*d.* „
Flour „			1*d.* to 2*d.* „
Timber, sawn „			1*d.* to 2*d.* „
„ round „			2*d.* to 3*d.* „
Hay „			2*d.* to 3*d.* „
Potatoes „			1*d.* to 2*d.* „
Mangold wurzel „			1*d.* to 2*d.* „
Goods generally, of the kind now included by the Clearing House under the 1st class			1·60*d.* including terminals.
„ „ „ 2nd „			2·40*d.* „
„ „ „ 3rd „			2·80*d.* „
„ „ „ 4th „			3·70*d.* „
„ „ „ 5th „			4·94*d.* „

LANCASHIRE AND YORKSHIRE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — Lancashire and Yorkshire Railway, 403 miles in length.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
				In addition to the before mentioned Minimum.	In addition to the before mentioned Minimum.				
Bricks, *common*	1*s.* to 1*s.* 8*d.*	4 tons	6 miles and under.	1½*d.*	1*d.*	The terminal charges for coal, cannel, and coke vary from 3*d.* to 6*d.* per ton, and upon other articles they vary from 6*d.* to 1*s.* 6*d.* per ton.	Yes.	This service is not performed by the Company.	Ditto.
Cannel	10*d.*	Do.	Do.	1½*d.*	¾*d.*				
Chromate ores	1*s.* to 1*s.* 8*d.*	Do.	Do.	1½*d.*	1*d.*				
Cinders	10*d.*	Do.	Do.	1½*d.*	¾*d.*				
Clay	1*s.* to 1*s.* 8*d.*	Do.	Do.	1½*d.*	1*d.*				
Coal	10*d.*	Do.	Do.	1½*d.*	¾*d.*				
Coke	Do.	Do.	Do.	1½*d.*	¾*d.*				
Compost	1*s.* to 1*s.* 8*d.*	Do.	Do.	1½*d.*	1*d.*				
Coprolites, *for manure*	Do.	Do.	Do.	1½*d.*	1*d.*				
Culm	10*d.*	Do.	Do.	1½*d.*	¾*d.*				
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* to 1*s.* 8*d.*	Do.	Do.	1½*d.*	1*d.*				
Dross	Do.	Do.	Do.	1½*d.*	1*d.*				
Fire bricks and clay	Do.	Do.	Do.	1½*d.*	1*d.*				
Flagstones	Do.	Do.	Do.	1½*d.*	1*d.*				
Granite, *undressed*	Do.	Do.	Do.	1½*d.*	1*d.*				
Gravel	Do.	Do.	Do.	1½*d.*	1*d.*				
Iron ore	Do.	Do.	Do.	1½*d.*	1*d.*				
Iron, *pig*	Do.	Do.	Do.	1½*d.*	1*d.*				
Iron stone	Do.	Do.	Do.	1½*d.*	1*d.*				
Lime and limestone	Do.	Do.	Do.	1½*d.*	1*d.*	The terminal charges vary from 6*d.* to 1*s.* 6*d.* per ton.	Yes.		
Manure, *in bulk*	Do.	Do.	Do.	1½*d.*	1*d.*				
Materials for road repairs.	Do.	Do.	Do.	1½*d.*	1*d.*				
Peat	Do.	Do.	Do.	1½*d.*	1*d.*				
Potter's earth	Do.	Do.	Do.	1½*d.*	1*d.*				
Pyrites	Do.	Do.	Do.	1½*d.*	1*d.*				
Salt, *rock, and unmanufactured.*	Carried in owners' waggons only.								
Salt, *in bulk*, including manufactured salt, when so carried.									
Sand	1*s.* to 1*s.* 8*d.*	4 tons	6 miles and under.	1½*d.*	1*d.*				
Scoriæ	Do.	Do.	Do.	1½*d.*	1*d.*				
Slag	Do.	Do.	Do.	1½*d.*	1*d.*				
Slates, *common*	Do.	Do.	Do.	1½*d.*	1*d.*				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.	1½*d.*	1*d.*				
Sulphur ore	Do.	Do.	Do.	1½*d.*	1*d.*				
Tiles	Do.	Do.	Do.	1½*d.*	1*d.*				
Turf	Do.	Do.	Do.	1½*d.*	1*d.*				
Zinc ore	Do.	Do.	Do.	1½*d.*	1*d.*				

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No, there are numerous exceptions, in which the rates are below these mileage charges.

4. If not, state the nature of the exceptions.

The exceptions arise from various causes, and the special circumstances in each case are considered with due regard on the one hand to the rate which the traffic will bear, and on the other to what it may be carried at without absolute loss to the company; for instance, traffic is frequently carried at low rates in waggons which would otherwise have to return empty to the station from whence they were originally sent laden with traffic at ordinary rates.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

Owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

A reasonable time for loading, and it is generally understood that 24 hours are allowed for unloading.

9. What charge do you make for demurrage of waggons?

3*s.* per day after the second day, but the rule is not rigidly enforced.

Lancashire and Yorkshire Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicabfe?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is you Scale of Charges, according to Distance, for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) It is included in the foregoing Charges?
				In addition to the before-mentioned Minimum.	In addition to the before-mentioned Minimum.		
Bricks, *common*	1*s.* to 1*s.* 6*d.*	4 tons	6 miles and under	1*d.*	1*d.*	The terminal charges upon coal, cannel, and coke vary from 3*d.* to 6*d.* per ton, and upon all other articles they vary from 6*d.* to 1*s.* 6*d.* per ton.	Yes.
Cannel	3*d.* to 9*d.*	Do.	Do.	1*d.*	¾*d.*		
Chromate ores	1*s.* to 1*s.* 6*d.*	Do.	Do.	1*d.*	1*d.*		
Cinders	9*d.*	Do.	Do.	1*d.*	¾*d.*		
Clay	1*s.* to 1*s.* 6*d.*	Do.	Do.	1*d.*	1*d.*		
Coal	3*d.* to 9*d.*	Do.	Do.	1*d.*	¾*d.*		
Coke	Do.	Do.	Do.	1*d.*	¾*d.*		
Compost	1*s.* to 1*s.* 6*d.*	Do.	Do.	1*d.*	1*d.*		
Coprolites, *for manure*	Do.	Do.	Do.	1*d.*	1*d.*		
Culm	9*d.*	Do.	Do.	1*d.*	¾*d.*		
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* to 1*s.* 6*d.*	Do.	Do.	1*d.*	1*d.*		
Dross	Do.	Do.	Do.	1*d.*	1*d.*		
Fire bricks and clay	Do.	Do.	Do.	1*d.*	1*d.*		
Flagstones	Do.	Do.	Do.	1*d.*	1*d.*		
Granite, *undressed*	Do.	Do.	Do.	1*d.*	1*d.*		
Gravel	Do.	Do.	Do.	1*d.*	1*d.*		
Iron ore	Do.	Do.	Do.	1*d.*	1*d.*		
Iron, *pig*	We do not carry this in owners' waggons.						
Iron stone	1*s.* to 1*s.* 6*d.*	4 tons	6 miles and under	1*d.*	1*d.*	The terminal charges on these articles vary from 3*d.* to 1*s.* 6*d.* per ton.	Yes.
Lime and limestone	Do.	Do.	Do.	1*d.*	1*d.*		
Manure, *in bulk*	Do.	Do.	8 miles	1*d.*	1*d.*		
Materials for road repairs.	Do.	Do.	6 miles	1*d.*	1*d.*		
Peat	Do.	Do.	Do.	1*d.*	1*d.*		
Potter's earth	Do.	Do.	Do.	1*d.*	1*d.*		
Pyrites	Do.	Do.	Do.	1*d.*	1*d.*		
Salt, *rock, and unmanufactured.*	9*d.* to 1*s.*	Do.	Do.	1*d.*	1*d.*		
Salt, *in bulk,* including manufactured salt, when so carried.	Do.	Do.	Do.	1*d.*	1*d.*		
Sand	1*s.* to 1*s.* 6*d.*	Do.	Do.	1*d.*	1*d.*		
Scoriæ	Do.	Do.	Do.	1*d.*	1*d.*		
Slag	Do.	Do.	Do.	1*d.*	1*d.*		
Slates, *common*	Do.	Do.	Do.	1*d.*	1*d.*		
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.	1*d.*	1*d.*		
Sulphur ore	Do.	Do.	Do.	1*d.*	1*d.*		
Tiles	Do.	Do.	Do.	1*d.*	1*d.*		
Turf	Do.	Do.	Do.	1*d.*	1*d.*		
Zinc ore	Do.	Do.	Do.	1*d.*	1*d.*		

10*d*. Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — No, there are numerous exceptions in which the rates are below these mileage charges.

12. If not, state the nature of the exceptions. — The exceptions arise from various causes, and the special circumstances in each case are considered with due regard on the one hand to the rate which the traffic will bear, and on the other to what it may be carried at without absolute loss to the company; for instance, coal and stone in full loads is generally carried at lower than the ordinary rates when intended for shipment at a port.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Yes.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No, but we work them in the same manner as our own waggons.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUCH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — No.

19. If not, state the exceptions. — When the traffic is carried at through rates.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The traffic is generally conveyed by one company to the point of junction with the other company's line, each company making its own local charge to the public.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

Lancashire and Yorkshire Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the SPECIAL CLASS of the Clearing House Classification, Appendix C1.	The ordinary minimum charge is 3*s.*, but in numerous instances it is lower.	Two tons is the ordinary minimum, but in many cases this is not enforced; for instance, in the case of corn millers and maltsters who are in the habit of sending large quantities over our line.	Six miles and under.	The general charge is 2*d.* per ton per mile, but there are numerous cases in which less is charged.	2*d.* per ton per mile, but in numerous cases it is less.	The general charge is 1*s.* 3*d.* per ton at each end, but in numerous cases it is less.	The terminal charge is in addition to the rate per ton per mile.	No separate charge is made. These services are usually performed by the company.	It is included in the terminal charge.	Seldom, the rule being for the company to do the work, but in some cases an allowance is made in fixing the rate to meet special circumstances, such as in the case of parties owning private sidings.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No, there are numerous exceptions, the company being generally guided by what will develop the traffic and by local circumstances.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

Through traffic, long distances, low-priced articles which will not bear the full rates; sea competition, such as Liverpool and Glasgow, and Liverpool and Hull for the continent.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

Generally at the company's risk.

5. If not, state in what respects you depart from this condition.

By special arrangement, and some articles, such as chimney tops, made from fire-clay, are considered as carried at owner's risk.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No, but consignees are advised by post or messenger when the goods arrive at the station, and are requested to remove them as early as possible.

7. What time is allowed at the stations for loading and unloading this class of traffic?

A reasonable time; generally 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

Our practice is not uniform, but in no instance do we commence to charge until two days have elapsed. At some stations we allow a fortnight, some a month, some two months, and in numerous instances an indefinite period, without any charge.

9. What charge for warehousing is made after the period has expired?

Upon grain and flour at stations where a charge is made it is ½*d.* per sack, and from ¼*d.* to 1*d.* per quarter per week, but at numerous stations no charge is made for these or any other articles.

10. What charge do you make for demurrage of waggons?

3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, by mutual arrangement, and between such places as appear from time to time to be necessary for the public convenience.

12. Are junctions considered as stations for the traffic of articles in this return?

Yes, when the traffic is not carried at through rates, but this is seldom the case.

13. If not, state the exceptions, and give an instance of each class of exception.

When the traffic is carried at through rates.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The traffic is carried at local rates, and consignments of two tons and upwards are sent through in the waggons in which they have been carried to the junction.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

Lancashire and Yorkshire Railway.—Inquiry No. 2.—*continued.*

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, as a general rule, but as the shortest route is not always the most convenient, or easy to work in consequence of severe gradients, and for other reasons, it is not uniformly adopted.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes, the shortest route governs the rate.

19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.

Yes, occasionally propwood and stores for colliery proprietors, gas coal tar, and sanitary tubes.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification. Appendix CP. Boilers, station to station.	Sixpence.	28 lbs. and under: 1 to 10 miles 0 6; 11 to 20 0 6; 21 to 40 0 8; 41 to 60 0 10; 61 to 80 1 0; 81 to 100 1 6. 29 lbs to 56 lbs.: 1 to 10 miles 0 6; 11 to 20 0 8; 21 to 40 0 10; 41 to 60 1 0; 61 to 80 1 3; 81 to 100 1 9. Above 56 lbs.: 1 to 10 miles 0 6; 11 to 20 0 10; 21 to 40 1 0; 41 to 60 1 3; 61 to 80 1 6; 81 to 100 2 0. This scale is not however invariably adhered to.	4s. 2d. per ton, but this is not uniformly adopted.	Six miles and under.	2d. per ton per mile.	Varies from 1s. to 1s. 9d. at each end, but as a general rule in fixing rates, the charges for porterage and station accommodation and carting, are included in one sum.	No.	Varies from 1s. to 2s. at each end according to distance, but as a general rule in fixing rates, the charges for carting and for porterage and station accommodation are included in one sum.	No.	For heavy or bulky articles, and for traffic carted beyond the ordinary cartage limits.	No.

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification. Appendix CP. Boilers, and flax straw, station to station.	Sixpence.	28 lbs. and under: 1 to 10 miles 0 6; 11 to 20 0 6; 21 to 40 0 8; 41 to 60 0 10; 61 to 80 1 0; 81 to 100 1 6. 29 lbs. to 56 lbs.: 1 to 10 miles 0 6; 11 to 20 0 8; 21 to 40 0 10; 41 to 60 1 0; 61 to 80 1 3; 81 to 100 1 9. Above 56 lbs.: 1 to 10 miles 0 6; 11 to 20 0 10; 21 to 40 1 0; 41 to 60 1 3; 61 to 80 1 6; 81 to 100 2 0.	5s. per ton, but this is not uniformly adopted.	Six miles and under.	2½d. per ton per mile.	Varies from 1s. to 2s. per ton at each end, but as a general rule in fixing rates, the charges for porterage and station accommodation and carting are included in one sum.	No.	Varies according to distance from 1s. to 2s. at each end, but as a general rule in fixing rates, the charges for carting and for porterage and station accommodation are included in one sum.	No.	For heavy or bulky articles and for goods carted beyond the ordinary cartage limits.	No.

Lancashire and Yorkshire Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix CP. Boilers, station to station.	Sixpence.	28 lbs. and under: 1 to 10 miles 0 6; 11 to 20 „ 0 6; 21 to 40 „ 0 8; 41 to 60 „ 0 10; 61 to 80 „ 1 0; 81 to 100 „ 1 6. 29 lbs. to 56 lbs.: 0 6; 0 8; 0 10; 1 0; 1 3; 1 9. Above 56 lbs.: 0 6; 0 10; 1 0; 1 3; 1 6; 2 0. This scale is not, however, invariably adhered to.	5s. per ton, but this is not uniformly adopted.	Six miles and under.	3d. per ton per mile.	Varies from 1s. 3d. to 2s. 6d. at each end, but as a general rule in fixing the rates, the charges for porterage and station accommodation and carting are included in one sum.	No.	Varies according to distance from 1s. 6d. to 2s. 6d. at each end, but as a general rule in fixing the rates, the charges for carting, and for porterage and station accommodation are included in one sum.	No.	For heavy and bulky articles, and for traffic carted beyond the ordinary cartage limits.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	28 lbs. and under: 1 to 10 miles 0 6; 11 to 20 „ 0 6; 21 to 40 „ 0 8; 41 to 60 „ 0 10; 61 to 80 „ 1 0; 81 to 100 „ 1 6. 29 lbs. to 56 lbs.: 0 6; 0 8; 0 10; 1 0; 1 3; 1 9. Above 56 lbs.: 0 6; 0 10; 1 3; 1 6; 2 0.	6s. 8d. per ton, but this is not uniformly adopted.	Six miles and under.	3½d. per ton per mile.	Varies from 1s. 6d. to 3s. at each end, but as a general rule in fixing the rates, the charges for porterage and station accommodation and for carting are included in one sum.	No.	Varies according to distance from 1s. 6d. to 3s. at each end, but as a general rule in fixing the rates, the charges for cartage and for porterage and station accommodation are included in one sum.	No.	For heavy o bulky articles, and for traffic carted beyond the ordinary cartage limits.	No

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	28 lbs. and under: 1 to 10 miles 0 6; 11 to 20 „ 0 6; 21 to 40 „ 0 8; 41 to 60 „ 0 10; 61 to 80 „ 1 0; 81 to 100 „ 1 6. 29 lbs. to 56 lbs.: 0 6; 0 8; 0 10; 1 0; 1 3; 1 9. Above 56 lbs.: 0 6; 0 10; 1 0; 1 3; 1 6; 2 0.	10s. per ton, but this is not uniformly adopted.	Six miles and under.	3½d. per ton per mile.	Varies from 2s. to 5s. at each end, but as a general rule in fixing the rates, the charges for porterage and station accommodation and for carting are included in one sum.	No.	Varies according to distance from 2s. to 5s. at each end, but as a general rule in fixing the rate, the charges for porterage or cartage and for station accommodation are included in one sum.	No.	For heavy or bulky articles, and for traffic carted beyond the ordinary cartage limits.	No.

Lancashire and Yorkshire Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
Acids and other highly corrosive articles.	Only carried in 2-ton lots.		5*s.*	15 miles	4*d.* 51 to 66 miles, 16*s.* 8*d.* per ton. 67 miles and upwards, 3*d.* per ton per mile.	No separate charge.	Yes	Do not perform these services.		- -	No.
Basket carriage bodies and Bath chairs, *at Company's risk.*	These are carried at rates 20 per cent. above the rates at which articles in the 5th class of the Railway Clearing House classification are carried; but they are frequently carried at less rates by special arrangement.										
Caravans, *showmen's and others,* station to station.	- -	- - -	10*s.* for first ton and 3*s.* 4*d.* for each additional ton.	20 miles and under.	6*d.* for first ton, and 2*d.* for each additional ton.	No separate charge.	Yes	Do not perform these services.		- -	No.
Carriage bodies, *finished, in cases.*	These are carried at double the rates at which articles in the 5th class of the Railway Clearing House classification are carried; but they are frequently carried at less rates by special arrangement.										
Railway carriages, on their own wheels, station to station.	- -	- - -	20*s.* each carriage.	40 miles and under.	6*d.* per carriage per mile.	No separate charge.	Yes	Do not perform these services.		- -	No.
Boilers of unusual dimensions.	These are carried by special arrangement.										
Contractors' waggons and materials, *excepting rails and chairs.*	- -	- - -	5*s.*	20 miles and under.	3*d.* up to 50 miles, and 51 to 75 miles 12*s.* 6*d.* per ton, and above 75 miles 2*d.* per ton per mile.	No separate charge.	Yes	Do not perform these services.		- -	No.
Furniture, *in mats or loose.*	These are carried at rates 20 per cent. above the rates at which articles in the 5th class of the Railway Clearing House classification are carried; but they are frequently carried at less rates by special arrangement.										
Furniture, *in vans, carts, or frames.*	- -	- - -	10*s.*	6 miles and under.	3½*d.* Van is carried back free.	Varies from 2*s.* to 5*s.* at each end.	No	Varies from 2*s.* to 5*s.* at each end.	No.	- -	No.
Forgings or castings, above six tons.	Carried by special arrangement.										
Gunpowder - -	Carried by special arrangement only, and at rates not less than the rates applicable to articles in the 5th class of the Railway Clearing House classification. Ammunition and other combustible stores are conveyed for Her Majesty's Government by special contract with the War Office.										
Lucifer matches and other inflammable articles.	Only carried in ton lots.		5*s.*	6 miles and under.	3*d.*	1*s.* 3*d.* to 2*s.* 6*d.* at each end.	No.	1*s.* 6*d.* to 2*s.* 6*d.* at each end.	No.	- -	No.
Locomotive engines and tenders on their own wheels, station to station.	- -	- - -	5*s.*	30 miles	2*d.* to 100 miles; 101 to 133 miles 16*s.* 8*d.* per ton.	No separate charge.	Yes	Do not perform these services.		- -	No.
Petroleum and photogenic oil, station to station.	- -	- - -	10*s.* for 2 tons and under.	6 miles and under.	2¾*d.*	1*s.* to 2*s.* at each end.	No.	—	—	—	—
Railway waggons -	- -	- - -	5*s.* each waggon	15 miles and under.	Up to 50 miles, 3*d.* per waggon per mile for waggons less than 3 tons, and 4*d.* if above 3 tons; above 50 miles, 3*d.* per waggon per mile.	No separate charge made.	Yes	Do not perform these services.		- -	No.
Statuary - -	Carried by special arrangement only.										
Returned empty packages.	When carried in connexion with other companies the following scale is adopted:— *s. d.* Up to 50 miles, 0 4 per cwt. for the whole distance carried. 51 „ 100 „ 0 6 „ „ „ 101 „ 150 „ 0 9 „ „ „ 151 „ 200 „ 1 0 „ „ „ 201 „ 250 „ 1 3 „ „ „ 251 „ 300 „ 1 6 „ „ „ 301 „ 400 „ 1 9 „ „ „ Locally they are generally carried free.										
Small parcels - -	6*d.*	28 lbs. and under	28 to 56 lbs.	56 to 112 lbs.	—	—	—	—	—	—	—	—	—
Miles. Miles.		*s. d.*	*s. d.*	*s. d.*									
1 to 10 -	- -	0 5	0 6	0 6									
11 „ 20 -	- -	0 6	0 8	0 10									
21 „ 40 -	- -	0 8	0 10	1 0									
41 „ 60 -	- -	0 10	1 0	1 3									
61 „ 80 -	- -	1 0	1 3	1 6									
81 „ 100 -	- -	1 6	1 9	2 0									

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No, there are numerous exceptions, the company being guided by what will develop the traffic, and by local circumstances.

Lancashire and Yorkshire Railway.—Inquiry No. 3.—*continued.*

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	Through traffic, long distances, low-priced articles which will not bear the full rates; sea competition, such as Liverpool and Glasgow, Liverpool and Hull, for the continental traffic.
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes, generally.
5. If not, state in what respects you depart from this condition.	By special arrangement.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, but we make arrangements for its being as expeditiously delivered as possible.
7. What time is allowed at the stations for loading and unloading this class of traffic?	These services are performed by the company as expeditiously as possible.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Our practice is not uniform, but in no instance do we commence to charge until two days have elapsed; at some stations we allow a fortnight, some a month, some two months, and in numerous instances an indefinite period, without any charge.
9. What charge for warehousing is made after the period has expired?	Varies from 1*d.* to 3*d.* per week for small packages, and from 3*d.* to 6*d.* per ton per week for general merchandise; but at a large number of stations no charge is made.
10. What charge do you make for demurrage of waggons?	None, the company themselves performing the services of loading and unloading.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, by mutual arrangement, and between such places as appear from time to time to be necessary for the public convenience.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes, when traffic is not carried at through rates, but this is not frequently the case.
13. If not, state the exceptions, and give an instance of each class of exception.	When traffic is carried at through rates.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The traffic is carried at local rates, and consignments of a ton and above are forwarded in the waggon in which they have been carried locally to the point of junction; smaller lots are transferred from the waggon of one company to the other company's waggon.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise? ..	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, as a general rule, but as the shortest route is not always the most convenient, or easy to work in consequence of severe gradients, and for other reasons, it is not uniformly adopted.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes, the shortest route governs the rate.
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.	Yes, occasionally stores for colliery proprietors.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The tolls and rates charged by this company are authorized by "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859." [22 & 23 Vict. c. 110.]

Lancashire and Yorkshire Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.		*d.*		*d.*		*d.*	
Average fares charged per mile.	No express fares						1·95	—	1·48	—	0·84	—	0·84	—
Highest							2·36	—	1·75	—	1*d.*	—	1*d.*	—
Lowest							1·63	—	1·27	—	0·54	—	0·54	—
Maximum fares allowed by Act of Parliament.	3*d.*	—	—	—	—	—	2½*d.*	—	2*d.*	—	1¼*d.*	—	1*d.*	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	1st Class.	2nd Class.	3rd Class.	Distance.
	s. d.	*s. d.*	*s. d.*	
Barnsley and Burnley	8 7	6 4	3 7	43½ miles.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	Single.			Distance.
	1st Class.	2nd Class.	3rd Class.	
	s. d.	*s. d.*	*s. d.*	
Bury and Manchester	1 6	1 2	0 6	11 miles.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Very few market tickets are issued; those in operation are charged about one single fare, and a fourth for the double journey.

Give the average speed of trains as follows :—

Average speed of express trains, including stoppages - - - - 34 miles per hour.
„ „ ordinary passenger trains - - - - - 22 „
„ „ parliamentary - - - - - - - 18 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

These trains are run during the summer months to watering places, and other places of special attraction.

In the year 1865 we carried 530,228 passengers in excursion trains.

These trains are run about twice weekly between each of the principal places of attraction.

The fares vary from ¼th to ⅜ths of a penny per passenger per mile run.

The general rule on this line is to run third class or covered carriages only by excursion trains.

The average speed of the trains is about 18 miles an hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Parcels by passenger train are charged according to the following scale, there being no important exceptions from it :—

	1 Mile and up to 12 Miles each.	Above 12 and up to 25 Miles each.	Above 25 and up to 50 Miles each.	Above 50 and up to 75 Miles each.	Above 75 and up to 110 Miles each.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 1 lb.	0 4	0 4	0 4	0 4	0 4
„ 2 lbs.	0 4	0 4	0 6	0 6	0 6
„ 3 lbs.	0 4	0 4	0 6	0 6	0 8
Above 3 lbs. and not exceeding 4 lbs.	0 4	0 6	0 8	0 9	0 10
„ 4 lbs. „ 7 lbs.	0 6	0 8	0 9	0 10	1 0
„ 7 lbs. „ 14 lbs.	0 6	0 8	0 10	1 0	1 3
„ 14 lbs. „ 28 lbs.	0 8	0 10	1 0	1 6	2 0
„ 28 lbs. „ 56 lbs.	0 10	1 0	1 6	1 9	2 3
„ 56 lbs. „ 112 lbs.	1 0	1 6	2 6	3 0	3 6
For every lb. above 112 lbs.	⅛*d.* per lb.	¼*d.* per lb.	¼*d.* per lb.	¼*d.* per lb.	½*d.* per lb.

Bulky packages of light weight, such such as hats, artificial flowers, paper boxes, &c., 50 per cent. above the foregoing rates.

Lancashire and Yorkshire Railway.—Inquiry No. 6.—*continued.*

Parcels by goods train are charged at the following scale:—

—	Up to 28 lbs.	29 lbs. to 56 lbs.	Above 56 lbs.
	s. d.	*s. d.*	*s. d.*
1 mile to 10 - -	0 6	0 6	0 6
11 miles to 20 - -	0 6	0 8	0 10
21 „ to 40 - -	0 8	0 10	1 0
41 „ to 60 - -	0 10	1 0	1 3
61 „ to 80 - -	1 0	1 3	1 6
81 „ to 100 - -	1 6	1 9	2 0

The rates for 56 lbs. apply to all weights above 56 lbs. until the rate per ton gives more upon the weight carried.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding each in value -	0 9	15 0
„ „ 2 „ „ „ „ -	0 6	10 0
„ „ 1 „ „ „ „ -	0 3	5 0
Two-wheeled carriages - - - - - -	0 4	10 0
Four-wheeled „ - - - - - -		
		s. d.
Dogs Under 10 miles - -		0 3
11 to 20 „ - -		0 6
21 to 40 „ - -		1 0
41 to 80 „ - -		1 6
81 to 100 „ - -		2 0

What is the rate of insurance on horses exceeding the above-mentioned values?
This company has not had occasion to insure.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
Uniform according to the foregoing scale.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*s.*				
Fat cattle - -	8	6	6	5	3	4	4	5	This Company have no double sheep vans.			
Lean cattle - -	8	6	6	5	3	4	4	5				
Sheep - -	35	6	6	5	12	4	4	5				
Lambs - -	45	6	6	5	15	4	4	5				
Bacon pigs - -	30	8	8	6	6	5½	5½	5				
Pork pigs - -	30	8	8	6	12	5½	5½	5				
Horses in cattle trucks	Are not carried except from Liverpool. *See below.*											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
The foregoing scale is adopted between all stations, except those given in answer to the next question.

Lancashire and Yorkshire Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Traffic from Liverpool and Fleetwood is charged by the following scale, no limit being placed on the number loaded in in each waggon.

	Oxen and Sheep.	Pigs and Calves.	Horses.
Small waggons,	5*d.* per mile -	6*d.* per mile.	8*d.* per mile.
14 feet „	$5\frac{5}{8}$*d.* „ -	$6\frac{3}{4}$*d.* „	9*d.* „
15 „ „	$5\frac{15}{16}$*d.* „ -	$7\frac{1}{8}$*d.* „	$9\frac{1}{3}$*d.* „
16 „ „	$6\frac{1}{4}$*d.* „ -	$7\frac{1}{2}$*d.* „	10*d.* „
Large „	$6\frac{7}{8}$*d.* „ -	$8\frac{1}{4}$*d.* „	11*d.* „

Half loads are charged at half the small waggon rates.

Maximum numbers allowed:—3 fat or 4 lean oxen, 12 sheep, 9 calves, 6 bacon or 12 pork pigs.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

The ordinary charge is made on cattle carried to the shows; but if the cattle be not sold, and is still the bonâ fide property of the person who sent it to the show, it is returned without charge.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

70 to 100 miles are considered long distances on the the Lancashire and Yorkshire Railway.

	1840.	1850.	1865.*
Single passenger fares, 1st class - - - -	The Company have not in their possession information enabling them to answer this inquiry.		1·95*d.*
„ „ 2nd class - - - -			1·48*d.*
„ „ 3rd class - - - -			0·84*d.*
Horses by passenger trains - - - - each			3*d.*
Four-wheeled carriages - - - - „			4*d.*
Parcels - - - - - - -			*See* Inquiry No. 6.
Oxen - - - - - per [truck]			5*d.* to 6*d.*
Sheep - - - - - „			5*d.* to 6*d.*
Fish - - - - - - per ton			$4\frac{3}{4}$*d.* to $6\frac{1}{2}$*d.*
Coal - - - - - - - „			$0\frac{3}{4}$*d.* to 1*d.*
Bricks - - - - - - - „			$1\frac{1}{4}$*d.* to $1\frac{3}{4}$*d.*
Manure - - - - - - - „			$1\frac{1}{4}$*d.* to $1\frac{3}{4}$*d.*
Iron ore - - - - - - - „			1*d.* to $1\frac{1}{2}$*d.*
Bar iron - - - - - - - „			$1\frac{1}{4}$*d.* to 2*d.*
Iron castings - - - - - - - „			2*d.* to 3*d.*
Stone - - - - - - - - „			$1\frac{1}{4}$*d.* to $1\frac{1}{2}$*d.*
Lime - - - - - - - - „			$1\frac{1}{4}$*d.* to $1\frac{1}{2}$*d.*
Salt (in owners' waggons) - - - - - „			$0\frac{7}{8}$*d.* to 1*d.*
Grain - - - - - - - „			$1\frac{1}{2}$*d.* to $2\frac{1}{2}$*d.*
Flour - - - - - - - - „			$1\frac{1}{2}$*d.* to $2\frac{1}{2}$*d.*
Timber - - - - - - - - „			$1\frac{1}{2}$*d.* to $2\frac{1}{2}$*d.*
Hay - - - - - - - - „			$3\frac{1}{2}$*d.* to $4\frac{1}{2}$*d.*
Potatoes - - - - - - - - „			$1\frac{3}{4}$*d.* to $2\frac{1}{2}$*d.*
Mangold wurzel - - - - - - „			$1\frac{3}{4}$*d.* to $2\frac{1}{2}$*d.*
Goods generally, of the kind now included by the Clearing House under the 1st class			$2\frac{1}{2}$*d.* to 3*d.*
„ „ „ „ 2nd „			$2\frac{3}{4}$*d.* to $3\frac{1}{2}$*d.*
„ „ „ „ 3rd „			$3\frac{1}{4}$*d.* to $4\frac{1}{4}$*d.*
„ „ „ „ 4th „			$3\frac{3}{4}$*d.* to $4\frac{3}{4}$*d.*
„ „ „ „ 5th „			$4\frac{3}{4}$*d.* to $6\frac{1}{2}$*d.*

* It is impossible accurately to answer this inquiry; the figures inserted are therefore to be considered as an approximate estimate only.

GREAT NORTHERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Great Northern, East Lincolnshire, Nottingham and Grantham, Hertford, Luton, and Dunstable, Leeds, Bradford, and Halifax, Bourne and Essendine, Boston and Sleaford, 387; Horncastle, 8; Norwich and Spalding, 16; Ramsey, 6; West Yorkshire, 16; total, 433.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*	4 tons	6 miles	1*s.* 6*d.* for first 6 miles as before, and 1*d.* per ton for every additional mile.	For 51 to 66 miles 5*s.* 2*d.* per ton and 3*d.* per ton for every additional mile.	Various, according to circumstances.	Yes.	Company do not perform.	
Cannel	Do.	Do.	Do.						
Chromate ores	Do.	Do.	Do.						
Cinders	Do.	Do.	Do.						
Clay	Do.	Do.	Do.						
Coal	For Rates and conditions on which coal is carried, see attached lists. The rates from the Derbyshire collieries are made up on the same basis, but we have no printed list.								
Coke	1*s.* 6*d.*	4 tons	6 miles.						
Compost	Do.	Do.	Do.						
Coprolites, *for manure*	Do.	Do.	Do.						
Culm	Do.	Do.	Do.						
Draining pipes and tiles (*com. for agricultural draining*).	Do.	Do.	Do.						
Dross	Do.	Do.	Do.						
Fire bricks and clay	Do.	4 tons clay, 3 tons fire bricks.	Do.						
Flagstones	Do.	4 tons	Do.						
Granite, *undressed*	Do.	Do.	Do.						
Gravel	Do.	Do.	Do.						
Iron ore	Do.	Do.	Do.						
Iron, *pig*	Do.	Do.	Do.						
Iron stone	Do.	Do.	Do.						
Lime and limestone	Do.	Do.	Do.						
Manure, *in bulk* (stable)	Do.	Do.	Do.						
Materials for road repairs.									
Peat	Do.	Do.	Do.						
Potter's earth	Do.	Do.	Do.						
Pyrites	Do.	Do.	Do.						
Salt, *rock and unmanufactured.*	Do.	Do.	Do.						
Salt, *in bulk*, including manufactured salt, when so carried.	Do.	Do.	Do.						
Sand	Do.	Do.	Do.						
Scoriæ	Do.	Do.	Do.						
Slag	Do.	Do.	Do.						
Slates, *common*	Do.	Do.	Do.						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.						
Sulphur ore	Do.	Do.	Do.						
Tiles	Do.	Do.	Do.						
Turf	Do.	Do.	Do.						
Zinc ore	Do.	Do.	Do.						

(LISTS.)

Great Northern Railway.—Rates for Carriage of Coal and Coke, from 1st March 1863.

1. These rates are for coal and coke in owners' waggons. Twenty-one cwt. will be allowed to the ton. If the Company provide waggons 9*d.* per ton extra will be charged.

2. The Company will find waggons, so far as their waggon stock will permit. Applications for waggons must be addressed to Mr. Newton, Doncaster, and such applications will be registered and duly attended to.

3. One clear day will be allowed from the day on which the waggons are forwarded to the collieries for their return thence to Doncaster. If detained beyond that time, or loaded contrary to the Company's order, the Company reserve the right of charging the collieries demurrage at the rate of 3*s.* per day. Demurrage will also be charged to the consignees, at the Stations, at the same rate, if the waggons remain loaded above two clear days from their arrival at the Station to which they are consigned, Sundays in both cases excepted.

4. The Company reserve the right of charging siding accommodation when owners' waggons stand loaded at the receiving Stations above one clear day, Sundays excepted.

Great Northern Railway.—Inquiry No. 1.—*continued.*

5. Coal or coke sent between any two intermediate Stations will be charged at the Goods Local Mileage Rate at 20 cwt. to the ton.

From York to London.

—	Coal Rates.	Coke Rates.
	s. d.	s. d.
King's Cross or Holloway (into Drops or Barge)	7 2	9 0
Ditto (into Sidings)	7 0	8 9

From York to Country Stations.

Main Line.

—	Coal Rates.	Coke Rates.
	s. d.	s. d.
Arksey	2 9	3 6
Rossington	3 1	3 11
Bawtry	3 5	4 4
Ranskill	3 5	4 4
Retford	3 5	4 4
Tuxford	4 7	5 9
Carlton	4 8	5 10
Newark	4 0	5 0
Claypole	5 6	6 11
Hougham	5 10	7 4
Grantham	5 10	7 4
Great Ponton	5 10	7 4
Corby	5 10	7 4
Little Bytham	5 10	7 4
Essendine	5 10	7 4
Tallington	5 10	7 4
New England	5 10	7 4
Peterboro'	5 4	6 8
Peterboro' for Great Eastern Railway	3 6	4 5
Holme	6 6	8 2
Huntingdon	6 0	7 6
Offord	7 6	9 5
St. Neots	7 6	9 5
Tempsford	7 6	9 5
Sandy	7 6	9 5
Biggleswade	8 1	10 2
Arlesey	8 1	10 2
Do. Siding	8 1	10 2
Hitchin	7 4	9 2
Stevenage	8 1	10 2
Welwyn	9 0	11 3
Hatfield	9 0	11 3
Potter's Bar	9 0	11 3
Barnet	9 0	11 3
Southgate	9 0	11 3
Wood Green	9 0	11 3
Hornsey	9 0	11 3
Seven Sisters	7 2	9 0

Loop Line.

Saxilby	3 9	4 9
Marton	4 7	5 9
Lea	4 7	5 9
Lincoln	4 1	5 2
Washingboro'	5 1	6 5
Bardney	5 7	7 0
Southrey	5 10	7 4
Stixwould	5 10	7 4
Kirkstead	6 1	7 8
Tattershall	6 1	7 8
Dogdyke	6 1	7 8
Langrick	6 4	7 11
Boston	5 6	6 11
Do. Export	3 6	4 5
Kirton	6 6	8 2
Algarkirk	6 6	8 2
Surfleet	6 6	8 2
Spalding	6 6	8 2
Littleworth	6 6	8 2
St. James Deeping	6 3	7 10
Peakirk	6 0	7 6

E. Lincoln Line.

Sibsey	6 10	8 7
Leake	6 10	8 7
East Ville	7 4	9 2
Little Steeping	7 4	9 2
Firsby	7 4	9 2
Burgh	7 4	9 2
Willoughby	7 7	9 6
Alford	7 7	9 6
Claythorpe	7 7	9 6
Authorpe	7 7	9 6
Legbourne	7 4	9 2
Louth	6 4	7 11
Ludboro'	6 4	7 11
North Thoresby	6 4	7 11
Holton-le-Clay	6 4	7 11
Waltham	6 4	7 11

Branch Lines.

Hertford	7 6	9 5
Hertingfordbury	8 6	10 8
Cole Green	8 6	10 8
Wheathamstead	9 4	11 8
Harpenden	9 4	11 8
New Mill End	9 4	11 8
Luton	8 10	11 1
Dunstable	7 6	9 5
Bedford	7 6	9 5
Blunham	7 6	9 5
Potton	7 8	9 7
Gamlingay	7 8	9 7
Old North Road	7 11	9 11
Lord's Bridge	7 11	9 11
Cambridge	5 11	7 5
Thurlby	6 11	8 8
Bourne	7 3	9 1
Ryhall	6 10	8 7
Stamford	5 3	6 7
Sedgebrook	6 0	7 6
Bottesford	6 0	7 6
Elton	6 0	7 6
Aslockton	6 1	7 8
Bingham	6 1	7 8
Ratcliffe	6 1	7 8
Ancaster	5 10	7 4
Sleaford	6 0	7 6
Heckington	6 3	7 10
Swineshead	6 9	8 6
Hubbert's Bridge	7 0	8 9
Moulton	7 3	9 1
Holbeach	7 3	9 1
Fleet	7 3	9 1
Gedney	7 3	9 1
Long Sutton	7 3	9 1
Sutton Bridge	7 3	9 1
Horncastle	6 10	8 7
Hykeham	3 8	4 7
Thorpe	3 8	4 7
Swinderby	3 9	4 9
Collingham	3 11	4 11
Fiskerton	4 1	5 2
Southwell	4 3	5 4
Ramsey	7 3	9 1
St. Mary's	7 3	9 1

From Great Northern Doncaster Station to London.

—	Coal Rates.	Coke Rates.
	s. d.	s. d.
King's Cross or Holloway (into Drops or Barge)	6 5	8 1
Ditto (into Sidings)	6 3	7 10

From Great Northern Doncaster Station to Country Stations.

Main Line.

—	Coal Rates.	Coke Rates.
	s. d.	s. d.
Arksey	1 3	1 7
Rossington	1 7	2 0
Bawtry	1 11	2 5
Ranskill	1 11	2 5
Retford	1 11	2 5
Tuxford	3 1	3 11
Carlton	3 2	4 0
Newark	2 6	3 2
Claypole	4 0	5 0
Hougham	4 4	5 5
Grantham	4 4	5 5
Great Ponton	4 4	5 5
Corby	4 4	5 5
Little Bytham	4 4	5 5
Essendine	4 4	5 5
Tallington	4 4	5 5
New England	4 4	5 5
Peterboro'	3 10	4 10
Peterboro' for Great Eastern Railway	2 6	3 2
Holme	5 0	6 3
Huntingdon	5 0	6 3
Offord	6 0	7 6
St. Neots	6 0	7 6
Tempsford	6 0	7 6
Sandy	6 0	7 6
Biggleswade	6 7	8 3
Arlesey	6 7	8 3
Do. Siding	6 7	8 3
Hitchin	5 10	7 4
Stevenage	6 7	8 3
Welwyn	7 6	9 5
Hatfield	7 6	9 5
Potter's Bar	7 6	9 5
Barnet	7 6	9 5
Southgate	7 6	9 5
Wood Green	7 6	9 5
Hornsey	7 6	9 5
Seven Sisters' Road	6 5	8 3

Loop Line.

Saxilby	2 3	2 10
Marton	3 1	3 11
Lea	3 1	3 11
Lincoln	2 7	3 3
Washingboro'	3 7	4 6
Bardney	4 1	5 2
Southrey	4 4	5 5
Stixwould	4 4	5 5
Kirkstead	4 7	5 9
Tattershall	4 7	5 9
Dogdyke	4 7	5 9
Langrick	4 10	6 1
Boston	4 10	6 1
Do. Export	2 6	3 2
Kirton	5 0	6 3
Algarkirk	5 0	6 3
Surfleet	5 0	6 3
Spalding	5 0	6 3
Littleworth	5 0	6 3
St. James Deeping	4 9	6 0
Peakirk	4 6	5 8

E. Lincoln Line.

Sibsey	5 4	6 8
Leake	5 4	6 8
East Ville	5 10	7 4
Little Steeping	5 10	7 4
Firsby	5 10	7 4
Burgh	5 10	7 4
Willoughby	6 1	7 8
Alford	6 1	7 8
Claythorpe	6 1	7 8
Authorpe	6 1	7 8
Legbourne	5 10	7 4
Louth	4 10	6 1
Ludboro'	4 10	6 1
North Thoresby	4 10	6 1
Holton-le-Clay	4 10	6 1
Waltham	4 10	6 1

Great Northern Railway.—Inquiry No. 1.—*continued.*

Branch Lines.

—	Coal Rates.		Coke Rates.	
	s.	*d.*	*s.*	*d.*
Hertford	6	0	7	6
Hertingfordbury	7	0	8	9
Cole Green	7	0	8	9
Wheathamstead	7	10	9	10
Harpenden	7	10	9	10
New Mill End	7	10	9	10
Luton	7	4	9	2
Dunstable	6	0	7	6
Bedford	6	0	7	6
Blunham	6	0	7	6
Potton	6	2	7	9
Gamlingay	6	2	7	9
Old North Road	6	5	8	1
Lord's Bridge	6	5	8	1
Cambridge	4	11	6	2
Thurlby	5	5	6	10
Bourne	5	9	7	3
Ryhall	4	9	6	0
Stamford	3	9	4	9
Sedgebrook	4	6	5	8
Bottesford	4	6	5	8
Elton	4	6	5	8
Aslockton	4	7	5	9
Bingham	4	7	5	9
Ratcliffe	4	7	5	9
Nottingham	4	0	5	0
Ancaster	4	4	5	5
Sleaford	4	6	5	8
Heckington	4	9	6	0
Swineshead	5	3	6	7
Hubbert's Bridge	5	6	6	11
Moulton	5	9	7	3
Holbeach	5	9	7	3
Fleet	5	9	7	3
Gedney	5	9	7	3
Long Sutton	5	9	7	3
Sutton Bridge	5	9	7	3
Horncastle	5	4	6	8
Hykeham	2	2	2	9
Thorpe	2	2	2	9
Swinderby	2	3	2	10
Collingham	2	5	3	1
Fiskerton	2	7	3	3
Southwell	2	9	3	6
Ramsey	5	9	7	3
St. Mary's	5	9	7	3

From Great Northern Retford Station to London.

—	Coal Rates.		Coke Rates.	
	s.	*d.*	*s.*	*d.*
King's Cross or Holloway (into Drops or Barge)	5	11	7	5
Ditto (into Sidings)	5	9	7	3

From Great Northern Retford Station to Country Stations.

—	Coal Rates.		Coke Rates.	
	s.	*d.*	*s.*	*d.*
Main Line.				
Ranskill	1	11	2	5
Bawtry	1	11	2	5
Rossington	1	11	2	5
Tuxford	1	11	2	5
Carlton	2	8	3	4
Newark	2	0	2	6
Claypole	3	6	4	5
Hougham	3	11	4	11
Grantham	3	11	4	11
Great Ponton	3	11	4	11
Corby	3	11	4	11
Little Bytham	3	11	4	11
Essendine	3	11	4	11
Tallington	3	11	4	11
New England	3	11	4	11
Peterboro'	3	5	4	4
Peterboro' for Great Eastern Railway	2	2	2	9
Holme	4	8	5	10
Huntingdon	4	8	5	10
Offord	5	6	6	11
St. Neots	5	6	6	11
Tempsford	5	6	6	11
Sandy	5	6	6	11
Biggleswade	6	1	7	8
Arlesey	6	1	7	8
Do. Siding	6	1	7	8
Hitchin	5	4	6	8
Stevenage	6	1	7	8
Welwyn	7	0	8	9
Hatfield	7	0	8	9
Potter's Bar	7	0	8	9
Barnet	7	0	8	9
Southgate	7	0	8	9
Wood Green	7	0	8	9
Hornsey	7	0	8	9
Seven Sisters	5	11	7	5
Loop Line.				
Saxilby	1	9	2	3
Marton	2	7	3	3
Lea	2	7	3	3
Lincoln	2	1	2	8
Washingboro'	3	1	3	11
Bardney	3	7	4	6
Southrey	3	10	4	10
Stixwould	3	10	4	10
Kirkstead	4	1	5	2
Tattershall	4	1	5	2
Dogdyke	4	1	5	2
Langrick	4	4	5	5
Boston	4	4	5	5
Kirton	4	6	5	8
Algarkirk	4	6	5	8
Surfleet	4	6	5	8
Spalding	4	6	5	8
Littleworth	4	6	5	8
St. James Deeping	4	6	5	8
Peakirk	4	0	5	0
E. Lincoln Line.				
Sibsey	4	10	6	1
Leake	4	10	6	1
East Ville	5	4	6	8
Little Steeping	5	4	6	8

—	Coal Rates.		Coke Rates.	
	s.	*d.*	*s.*	*d.*
Firsby	5	4	6	8
Burgh	5	4	6	8
Willoughby	5	7	7	0
Alford	5	7	7	0
Claythorpe	5	7	7	0
Authorpe	5	7	7	0
Legbourne	5	4	6	8
Louth	4	4	5	5
Ludborough	4	4	5	5
North Thoresby	4	4	5	5
Holton-le-Clay	4	4	5	5
Waltham	4	4	5	5
Branch Lines.				
Hertford	5	8	7	1
Hertingfordbury	6	8	8	4
Cole Green	6	8	8	4
Wheathamstead	7	4	9	2
Harpenden	7	4	9	2
New Mill End	7	4	9	2
Luton	6	10	8	7
Dunstable	5	6	6	11
Bedford	5	7	7	0
Blunham	5	7	7	0
Potton	5	9	7	3
Gamlingay	5	9	7	3
Old North Road	6	0	7	6
Lord's Bridge	6	0	7	6
Cambridge	4	7	5	9
Thurlby	4	11	6	2
Bourne	5	3	6	7
Ryhall	4	3	5	4
Stamford	3	3	4	1
Sedgebrook	4	0	5	0
Bottesford	4	0	5	0
Elton	4	0	5	0
Aslockton	4	1	5	2
Bingham	4	1	5	2
Ratcliffe	4	1	5	2
Ancaster	3	10	4	10
Sleaford	4	0	5	0
Heckington	4	3	5	4
Swineshead	4	9	6	0
Hubbert's Bridge	5	0	6	3
Moulton	5	3	6	7
Holbeach	5	3	6	7
Fleet	5	3	6	7
Gedney	5	3	6	7
Long Sutton	5	3	6	7
Sutton Bridge	5	3	6	7
Horncastle	4	10	6	1
Ramsey	5	5	6	10
St. Mary's	5	5	6	10

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions.

The exceptions are so numerous, and are applicable to so many circumstances, that it is impossible to state them all here.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

These articles are undamageable.

6. If not, state in what respects you depart from this condition.

See above.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Loading, one day.—Unloading, two days.

9. What charge do you make for demurrage of waggons?

3*s.* per day.

Great Northern Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State, in the following table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Same as (A). For drawback allowed on private waggons, see circular below.

(Circular.)

London, May 1st, 1861.

It is determined that, when private waggons are used, an allowance of one farthing *per truck per mile* for the distance run on the Great Northern system be made to the owners, provided that every such truck contains not less than three tons, or that weight to be paid for.

The Company's full rates will be charged, and the claims for waggon hire must be sent periodically to the clerk at the *sending* station, who will check and certify if correct.

By order of 15th May [1861]. The allowance must not be made on trucks containing cinders, coal, coke, or culm except when such traffic is invoiced through the goods department.

10*d*. Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways?	No.
12. If not, state the nature of the exceptions?	See answer No. 4.
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?	These articles are undamageable.
14. Do you undertake to convey this class of traffic within a specified time?	No.
15. And to return the empty waggons within a specified time? And if so, in what time?	No.
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	No.
19. If not, state the exceptions.	
20. What arrangements are made for the interchange of traffic with other companies when through charges are not given?	We invoice locally to the station nearest to the other company's line.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	Yes; a few with owners of private brick fields or sidings, &c.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the Charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a*.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a*.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a*.) What is the Distance to which this Charge is applicable?	(*b*.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b*.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c*.) What is the Charge per Ton for Terminal or Station Accommodation?	(*c*.) Is it included in the foregoing Charges?	(*d*.) What is the Charge for Loading and Unloading when done by the Company?	(*d*.) Is it in addition to the foregoing Charges?	(*d*.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification. Appendix CP.	1*s*. 6*d*. to 2*s*. 6*d*.	Two tons.	Six miles.	Mileage rates, but these rates are on the average below the minimum allowed by the Act.		Various, according to circumstances.	The terminal charges are in addition to the mileage rates.	The rule is for the loading and unloading of station to station traffic to be performed by sender and consignee, but the Company's men assist.		

Great Northern Railway.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	No, the charges vary according to circumstances.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	Exceptional cases are very numerous to meet sea competition, as, for instance, the rates between Liverpool and London.
4. Is the traffic of articles in this return conveyed at the owners' risk, or otherwise?	Generally at Company's risk.
5. If not, state in what respects you depart from this condition.	Goods in higher classes are charged at special class rates on the undertaking of the owner to bear the risk.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	Not exceeding 48 hours, after which demurrage is charged.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Various according to the nature of the traffic and locality of the station.
9. What charge for warehousing is made after the period has expired?	Ditto.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, by mutual arrangement.
12. Are junctions considered as stations for the traffic of articles in this return?	Not when the traffic is entered at through rates.
13. If not, state the exceptions, and give an instance of each class of exception.	When the traffic is carried at local rates up to and from the junction.
14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?	We load and invoice locally to the station nearest to the other company's line, and send the waggons through if the load is two tons and over.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No, but we have a few special rates for a given annual quantity of traffic applicable to all parties sending the same.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Ditto.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Not always, but the shortest route governs the charge. The fitting of trains sometimes renders it desirable to send the traffic by a route, the property of the Company, which may be less direct.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Ditto.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	Seldom; but salt, sanitary tubes, stone, &c., are at times sent in owners' waggons, and in some cases we make them an allowance for it.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1–6. State in the following Table the Charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First, Second, Third, Fourth, Fifth, and Sixth Classes of the Clearing House Classification. Appendix CP.	Sixpence.	Our Small Rates by Goods Trains are about as under :— 23 lbs. / 56 lbs. / 112 lbs. 10 to 25 miles - - 0*d.* 9 / 0*s.* 0*d.* 9 / 1*s.* 0*d.* 0 25 to 50 miles - - 0 9 / 1 0 6 / 1 3 9 50 to 100 miles - - 1 3 / 1 6 9 / 1 9 0 Above 100 miles - - 1 6 / 1 9 9 / 2 0 0	4*s.* 2*d.*	Six miles.	The charges are not regulated solely according to distance, but are governed by the special circumstances of each case and with reference to the Company's powers, and are only such as will fairly remunerate the Company for their capital and current expenditure.	1*s.* 9*d.* per ton and upwards at each end, according to the class of goods.	Not in the mileage, but in the gross rate charged.	In London, 3*s.* to 7*s.* 6*d.*; and in the country 1*s.* 8*d.* to 3*s.* at each end, excepting for risky and fragile goods.	Not in the mileage, but in the gross charge.	Yes, for bulky, heavy, and fragile articles, also for long distances and bad state of roads.	No.

Great Northern Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

There are numerous exceptions to the scale of rates to suit particular markets and districts, and where great competition exists.

4. Is the traffic of these articles carried at the Company's risk (excepting the articles otherwise specified)?
5. If not, state in what respects you depart from this condition.

Generally at the Company's risk, excepting when provided for in the Carriers' Act, and when goods are charged at lower rates than those specified for the class to which they belong, on the undertaking of the owner to bear the risk.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No, but in a reasonable time.

7. What time is allowed at the stations for loading and unloading this class of traffic?

The goods are delivered by the Company with all possible expedition.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

Various, according to the nature of the traffic and locality of the station.

9. What charge for warehousing is made after the period has expired?

Ditto.

10. What charge do you make for demurrage of waggons?

None, as a rule, the goods being usually unloaded by the Company and warehoused.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, by mutual arrangement.

12. Are junctions considered as stations for the traffic of articles in this return?

Not when the goods traffic is carried at through rates.

13. If not, state the exceptions, and give an instance of each class of exception.

When no through rates exist, and the junction is a transhipping station.

14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?

We invoice locally to the station nearest to the other company's line.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or the quantity carried?
b. Or how otherwise?

No.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No special contracts, but we have special rates applicable to all parties under like circumstances.

17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Not always, but the shortest route governs the charge. It is sometimes more convenient and economical to work the traffic by a less direct route.

19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.

No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Great Northern and East Lincolnshire Railway Acts Amendment Act [13 & 14 Vic. c. 61] - - 1850

The same powers as in the Act of 1850.

- Great Northern Act (No. 1) [14 & 15 Vic. c. 114], 1851 - - - - - - - - -
- Great Northern Railway Act [22 Vic. c. 35], 1859 -
- Great Northern and Metropolitan Junction Railway Act [23 & 24 Vic. c. 168], 1860 - -
- Great Northern (Spalding to March) Act [26 & 27 Vic. c. 191], 1863 - - - - - - - -
- Great Northern (Extension to Barnet, &c.) [27 & 28 Vic. c. 202], 1864 - - - - - - - -
- Great Northern (Doncaster to Gainsboro') [27 & 28 Vic. c. 243], 1864 - - - - - - - -
- Great Northern (Lincoln to Bourn including Boston, Sleaford, Midland Counties, Bourn and Essendine Railways) [27 & 28 Vic. c. 242], 1864 - -
- Great Northern (Sleaford to Bourn) [28 & 29 Vic. c. 182], 1865 - - - - - - - -
- Great Northern Junctions [28 & 29 Vic. c. 216], 1865 - - - - - - - - -
- Great Northern (Hornsey to Hertford) [28 Vic. c. 105], 1865 - - - - - - - -

The Hertford, Luton, and Dunstable Railway Act [21 & 22 Vic. c. 74] - - - - - - - - 1858

The Great Northern Railway Act [24 Vic. c. 70] 1861 (same as in 1858).

The Ambergate, Nottingham, and Boston and Eastern Junction Railway Act [9 & 10 Vic. c. 155] - 1846

The Ambergate Railway Company's Nottingham Extension Station Act [17 & 18 Vic. c. 138] (for small parcels) - - - - - - - - - 1854

The Nottingham and Grantham Act [23 Vic. c. 36], 1860 (same as above).

The Leeds, Bradford, and Halifax Junction Railway Act [15 & 16 Vic. c. 118] - - - - - - - 1852

The Great Northern and Leeds, Bradford, and Halifax Junction Railways Amalgamation Act [28 & 29 Vic. c. 330], 1865 (same as above).

The Bradford, Wakefield, and Leeds Railway Act [17 & 18 Vic. c. 160] - - - - - - - 1854

The Great Northern and West Yorkshire Railways Amalgamation Act [28 & 29 Vic. c. 331], 1865 (same as above).

The Hatfield and St. Albans Railway Act [25 & 26 Vic. c. 86] - - - - - - - - - - 1862

The Ramsey Railway Act [24 & 25 Vic. c. 194] - 1861

The Norwich and Spalding Railway Act [16 & 17 Vic. c. 124] - - - - - - - - - 1853

The Norwich and Spalding Railway Act [22 & 23 Vic. c. 118], 1859 (same as above).

The Horncastle and Kirkstead Railway Act [17 & 18 Vic. c. 143] - - - - - - - - - 1854

The West Riding and Grimsby Railway Act [25 & 26 Vic. c. 211] - - - - - - - - - 1862

Worked jointly by the G. N. & M. S. and L. Cos.

- The West Riding and Grimsby Railway Act [27 & 28 Vic. c. 91], 1864 (same as above).
- The West Riding and Grimsby Railway Act [28 & 29 Vic. c. 259], 1865 (same as above).

The Cheshire Lines (Transfer) Act [28 & 29 Vic. c. 327] - Joint ownership with M. S. & L. and Midl. Cos. Worked by the M.S.&L.Co. 1865

Great Northern Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former Returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	No Express Fares.						*d.*	*d.*	*d.*	*d.*			*d.*	*d.*
Average fares charged per mile.	This is not an exact average, but is taken upon a selection of the fares from the terminal and some of the intermediate stations.						2·00	3·02	1·45	2·21	—	—	0·97	—
Highest							6	9	4	6	—	—	1	—
Lowest							1·31	1·96	0·93	1·40	—	—	0·65	—
Maximum fares allowed by Act of Parliament.*							2	4	1½	3	—	—	1	2

* Government duty to be added, also fractional parts of sixpence beyond an integral number of sixpences.

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Between Dogdyke and Tattershall :—

	s.	*d.*
First class, return	0	9
Second do. do.	0	6
First class, single	0	6
Second do. do.	0	4
Parliamentary	0	1

Distance, 1 mile.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Between Lincoln and Louth :—

	s.	*d.*
First class, return	10	6
Second do. do.	7	6
First class, single	7	0
Second do. do.	5	0
Parliamentary	3	6

Distance, 63 miles and 56 chains.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Cambridge Branch.—Market return tickets are issued at a single third-class fare on the following days, viz. :—From all stations to Hitchin on Tuesdays, from all stations, except Hitchin to Cambridge, on Wednesdays, and first, second, and third class market return tickets are issued from Hertford to Cambridge on Saturdays at a single fare.

Market return tickets are also issued at two single third-class fares as under :—

To Hitchin on Tuesdays from Arksey.

To Peterboro' on Saturdays from stations between Peakirk and Spalding inclusive and Stamford.

To Bourne on Thursdays from Stamford, Corby, Essendine, and Thurlby.

To Stamford on Mondays and Fridays from Great Ponton, Corby, and Little Bytham.

To Nottingham on Saturdays from stations between Grantham and Bingham, inclusive.

To Grantham on Saturdays from stations between Nottingham, Newark, Stamford, and Bourne, inclusive.

To Sleaford on Mondays from stations between Grantham and Boston, inclusive.

To Retford on Saturdays from Doncaster, Sutton, Ranskill, and Scrooby.

To Doncaster on Saturdays from stations between Retford and Rossington, inclusive, and from Arksey.

To Leeds on Tuesdays and Saturdays from Knottingley and Pontefract.

To Spalding on Tuesdays from stations between Peakirk and Boston, inclusive.

To Boston on Wednesdays and Saturdays from stations between Spalding and Kirton, inclusive; between Langrick and Lincoln, inclusive; from Horncastle and Woodhall Spa; from Swineshead, Heckington, and Sleaford, and from stations from Sibrey to Alford, inclusive.

To Lincoln on Fridays from stations between Boston Gainsbro', inclusive; from Horncastle and Woodhall Spa, and from stations between Sibsey and Louth, inclusive.

To Gainsbro' on Tuesdays from stations between Lincoln and Lea, inclusive.

To Louth on Wednesdays from stations between Firsby and Legbourne, inclusive, and Grimsby, inclusive; also from Fotherby Gate House.

To Grimsby on Fridays from stations between Louth and Waltham, inclusive; also from Fotherby Gate House.

These tickets are not issued on any other than the days named, unless to fairs, &c. when specially announced.

Give the average speeds of trains as follows :—

	Miles.
Average speed of express trains, including stoppages	40·26 per hour.
„ „ ordinary passenger trains	24·51 „ „
„ „ parliamentary	23·59 „ „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

We run excursion trains between London and Lancashire, Yorkshire, and Lincolnshire, the extreme points being Halifax, York, Liverpool, Hull, and Grimsby, calling at the principal intermediate stations on an average about every three weeks during the season to and from some or all of these places.

The season begins in June and terminates in September.

We also run similar trains at Whitsuntide and Easter. Day trips are also run to London from Yorkshire and Lincolnshire during the season, and from the Great Northern local districts, in about the same proportion as the above-named.

Extra excursions are sometimes run on the occasion of attractive fêtes in London, at the Crystal Palace, &c.

The running of country excursions is determined by races, galas, fêtes, and various other attractions which occur at almost every place of any note during the season; for such events excursions are usually run from stations within a radius of 75 to 100 miles, depending upon the nature of the attraction.

Doncaster races is an exception, as on that occasion excursions are run from the whole of the Great Northern system.

Frequency of the excursion trains	Average 25 per week during the season.		
Places between which they run	Between all stations, the trains in each case being either to or from one of the large towns.		
		1st Class.	Covered Carriages.
Average fares charged per double mile for each class	Day trips	¾*d.* and $\frac{3}{31}$.	½*d.* and $\frac{1}{31}$.
	Four or five day trips	1½*d.* „ $\frac{13}{31}$.	½*d.* „ $\frac{1}{31}$.
Average number of passengers of each class carried in each train.	First class 20, covered carriages 350.		
Average speed per hour, including stoppages	25·65 miles.		

Great Northern Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.

	Weight.				Ordinary Passengers' excess Luggage, per lb.	Commercial Travellers' excess Luggage, per lb.
	1 lb.	2 lbs.	3 lbs.	Above 3 lbs. and not exceeding 7 lbs.		
	s. d.	*s. d.*	*s. d.*	*s. d.*	*d.*	*d.*
Not exceeding 30 miles - - - -	0 6	0 6	0 6	0 6		
Above 30 miles and not exceeding 50 miles	0 6	0 6	0 6	0 8		
„ 50 „ „ 100 „ -	0 6	0 6	0 8	0 10		
„ 100 „ „ 150 „ -	0 6	0 9	1 0	1 3	1	
„ 150 „ „ 200 „ -	0 8	1 0	1 3	1 6	1¼	
„ 200 „ „ 250 „ -	0 9	1 0	1 6	1 9	1½	
„ 250 „ „ 300 „ -	0 9	1 0	1 6	1 9	1¾	
„ 300 „ „ 400 „ -	0 9	1 0	1 6	2 0	2	1
„ 400 „ „ 550 „ -	1 0	1 3	1 9	2 6	2	1
„ Above 550 „ -	1 0	1 3	1 9	2 6	2¼	1⅛

	s. d.		*d.*
Above 7 lbs. and up to 24 lbs.	0 6	above 24 lbs.	¼ per lb.
„ „ 16 „	0 8	„ 16 „	⅜ „
„ „ 16 „	1 0	„ 16 „	½ „
„ „ 15 „	1 3	„ 15 „	1 „
„ „ 14 „	1 6	„ 14 „	1½ „
„ „ 16 „	2 0	„ 16 „	1½ „
„ „ 16 „	2 4	„ 16 „	1¾ „
„ „ 15 „	2 6	„ 15 „	2 „
„ „ 18 „	3 0	„ 18 „	2 „
„ „ 16 „	3 0	„ 16 „	2¼ „

By Goods Trains.

	Not exceeding 28 lbs.	Not exceeding 56 lbs.	Not exceeding 112 lbs.
Average rates about as under:—	*s. d.*	*s. d.*	*s. d.*
Not exceeding 25 miles - - - - - - -	0 9	0 9	1 0
Above 25 miles but not exceeding 50 miles - - - -	0 9	1 0	1 3
„ 50 „ „ 100 „ - - - -	1 3	1 6	1 9
„ Above 100 „ - - - -	1 6	1 9	2 0

There are no important exceptions to the above rates.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding £50 each in value -	0 9	10 6
Do. 2 do. do. do. -	0 6	7 0
Do. 1 do. do. do. -	0 3	3 6
Two-wheeled carriages - - - - - - -	0 4½	5 6
Four do. do. - - - - - - - -	0 4½	5 6
Dogs - - - - - - - - -	See below.	0 3

What is the rate of insurance on horses exceeding the above-mentioned values?

Five pounds per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The carriage and horse rates are uniform.

Dogs are charged at the following scale:—

	s. d.	
Not exceeding - - - - 10 miles - - -	0 3	each.
Above 10 miles, but not exceeding 20 „ - - -	0 6	„
„ 20 „ „ 40 „ - - -	1 0	„
„ 40 „ „ 80 „ - - -	1 6	„
„ 80 „ „ 100 „ - - -	2 0	„
„ 100 „ „ 130 „ - - -	2 6	„
„ 130 „ „ 150 „ - - -	3 0	„
„ 150 „ „ 200 „ - - -	4 0	„
For every additional 50 miles - - - - - -	1 0	„

Great Northern Railway—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.* *d.*		*d.*	*d.*	*s.* *d.*		*d.*	*d.*	*s.* *d.*
Fat cattle	8	7	7	5 0	3	4	4	5 0	—	—	—	—
Lean cattle	12	7	7	5 0	5							
Sheep	30	6	6	5 0	15	—	—	—	60	10	10	5 0
Lambs	42	6	6	5 0	15	$3\frac{1}{2}$	$3\frac{1}{2}$	5 0	—	—	—	—
Bacon pigs	22	6	6	5 0	9							
Pork pigs	34	6	6	5 0	15							
Horses in cattle trucks	7	$1\frac{1}{2}$*d.* per horse per mile, with a minimum, 6*d.*			4	6	6	—	—	—	—	—

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.

The scale last quoted applies to all stations.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

The scale last quoted applies to all stations.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

If the cattle remain unsold at the close of the show they are, as a rule, taken back free.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
Single passenger fares, 1st class	The rates between the different points of this Company's system are very numerous, and vary according to the special circumstances of the traffic, an average therefore will not fairly represent the actual charge made to the public, and any comparison between the rates in operation at the specified periods would be useless.		
" " 2nd class			
" " 3rd class			
Horses by passenger trains — each			
Four wheeled carriages — "			
Parcels			
Oxen — per head			
Sheep — "			
Fish — per ton			
Coal — "			
Bricks — "			
Manure — "			
Iron ore — "			
Bar iron — "			
Iron castings — "			
Stone — "			
Lime — "			
Salt — "			
Grain — "			
Flour — "			
Timber — "			
Hay — "			
Potatoes — "			
Mangold wurzel — "			
Goods generally, of the kind now included by the clearing-house — under the 1st class			
" 2nd "			
" 3rd "			
" 4th "			
" 5th "			

MIDLAND RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths - - - - -

MIDLAND RAILWAY.

The Midland Railway and branches consist of 663½ miles, and in addition to this the company work over 96 miles of other railways, as follows:—

11½	miles of the	Manchester, Buxton, and Matlock.
9	,,	South Yorkshire.
13	,,	West Midland.
32	,,	Great Northern between King's Cross and Hitchin.
5	,,	Redditch.
14½	,,	South Leicestershire.
11	,,	Tewkesbury and Malvern.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?*	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	2*s.*	4 tons		1½*d.* to 1*d.*	per ton. 1*d.* to ¾*d.*	Excepting for coal, for which see special return, the charges vary according to circumstances from 6*d.* to 1*s.* 6*d.* per ton, and are generally included in the foregoing charges.	See reply in preceding column.	The Company does not load or unload any of the articles named in this list.	See reply in preceding column.
Cannel	See appended list of coal and coke rates.								
Chromate ores	2*s.* 6*d.*	2 tons		2¾*d.* to 2 1/10*d.*	2 1/10*d.* to 1½*d.*				
Cinders	See appended list of coal and coke rates.								
Clay, [*common*]	2*s.*	4 tons		1½*d.* to 1 1/10*d.*	1 1/10*d.* to ¾*d.*				
Coal	See appended list of coal and coke rates.								
Coke	Do.	do.							
Compost, [*packed*]	2*s.* 6*d.*	2 tons		1½*d.* per ton for first 40 miles, beyond 40 miles 1*d.* per ton per mile.	1*d.* per ton per mile after the first 40 miles.				
Coprolites, *for manure*	2*s.*	4 tons		1 3/5*d.* to 1 3/5*d.*	1 3/5*d.* to 1*d.*				
Culm	See appended list of coal and coke rates.								
Draining pipes and tiles (*com. for agricultural draining*).	2*s.*	2 tons		1½*d.* to 1 3/5*d.*	1 3/5*d.* to 1*d.*				
Dross	1*s.*	4 tons		1½*d.* to 1 1/10*d.*	1 1/10*d.* to ⅞*d.*				
Fire bricks and clay	2*s.*	3 tons		1½*d.* to 1 3/5*d.*	1 3/5*d.* to 1*d.*				
Flagstones	Do.	4 tons		1½*d.* to 1 1/10*d.*	1 1/10*d.* to ⅞*d.*				
Granite, *undressed*	Do.	Do.		Do.	Do.				
Gravel	Do.	Do.		Do.	Do.				
Iron ore	1*s.*	Do.		1½*d.* to 1*d.*	1*d.* to ¾*d.*				
Iron, *pig*	2*s.*	Do.		Do.	Do.				
Iron stone	1*s.*	Do.		Do.	Do.				
Lime and limestone	See mineral list. [Coal, &c. p. 32.]								
Manure, *in bulk*	Not usually carried in Midland waggons, see general remarks for exceptions.								
Materials for road repairs.	See general remarks.								
Peat	2*s.*	4 tons		1½*d.* to 1 1/10*d.*	1½*d.* to ⅞*d.*				
Potters' earth	2*s.* 6*d.*	2 tons		2¼*d.* to 2 1/10*d.*	2 1/10*d.* to 1½*d.*				
Pyrites	2*s.*	4 tons		1½*d.* to 1 1/10*d.*	1 1/10*d.* to ¾*d.*				
Salt, *rock, and unmanufactured.*	Do.	Do.		1*d.*	1*d.* to ¾*d.*				
Salt, *in bulk*, including manufactured salt, when so carried [from Stoke Works and Droitwich].	This traffic being of an exceptional character, the manufacturers usually find waggons. For exceptions see general remarks.								
Sand, [*common*]	2*s.*	4 tons		1*d.*	1*d.* to ¾*d.*				
Sand, [*moulding*]	Do.	Do.		1½*d.* to 1 1/10*d.*	1 1/10*d.* to ¾*d.*				
Scoriæ	1*s.*	Do.		Do.	Do.				
Slag	Do.	Do.		Do.	Do.				
Slates, *common*	2*s.*	Do.		1 3/5*d.* to 1 2/3*d.*	1 2/3*d.* to 1*d.*				
Stone, *in the rough state, pitching, paving, kerb, or flags.*	Do.	Do.		1¼*d.* to 1 1/10*d.*	1 1/10*d.* to ⅞*d.*				
Stone, *building*	Do.	Do.		1½*d.* to 1¾*d.*	1 2/3*d.* to 1*d.*				
Sulphur ore	2*s.* 6*d.*	2 tons		2¼*d.* to 2 1/10*d.*	2 1/10*d.* to 1 3/5*d.*				
Tiles	See draining pipes and tiles.								
Turf	2*s.*	4 tons		1 3/5*d.* to 1 2/3*d.*	1 2/3*d.* to 1*d.*				
Zinc ore	2*s.* 6*d.*	2 tons		2¼*d.* to 2 1/10*d.*	2 1/10*d.* to 1 3/5*d.*				

*The distances to which the minimum charges apply are according to the numerous varying circumstances of the traffic. In some few specia cases the minimum applies to distances up to 24 miles.

GENERAL REMARKS.

Manure, in Bulk.—

		s.	d.	
London to	Henlow	3	3	per ton.
,,	Shefford	3	5	,,
,,	Southill	3	5	,,
,,	Cardington	3	9	,,
,,	Bedford	3	6	,,
London to	Oakley	4	4	per ton.
,,	Sharnbrook	4	7	,,
,,	Irchester	5	1	,,
,,	Wellingbro'	5	4	,,

Materials for Road Repairs.—These are generally charged the same as limestone, but exceptions are made to meet peculiar circumstances.

Salt, in Bulk.—The manufacturers at Stoke and Droitwich load Midland waggons to Gloucester and Bristol, which waggons would otherwise run there empty, and for which we charge 2*s.* 6*d.* per ton to Gloucester, and 4*s.* 6*d.* per ton to Bristol.

Midland Railway.—Inquiry No. 1.—*continued.*

COAL, CANNEL, COKE, CULM, CINDERS, AND LIME, IN COMPANY'S WAGGONS.

Name of Article.	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?
Coal Cannel Coke Culm Cinders Lime	The Company do not supply waggons for this description of traffic.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, subject to the remarks in the columns and margins.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At the owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours for loading and 48 hours for unloading.

9. What charge do you make for demurrage of waggons? — Three shillings per waggon per diem.

(B.) IN OWNERS' WAGGONS.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?*	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Bricks, *common*	†See general remarks on bricks, common.						
Cannel	See appended list of coal and coke rates.						
Chromate ores	†See general remarks on bricks, common.						
Cinders	See appended list of coal and coke rates.						
Clay, [*common*]	†See general remarks on bricks, common.						
Coal	See appended list of coal and coke rates.						
Coke							
Compost, *packed*	†See general remarks on bricks, common.						
Coprolites, *for manure*							
Culm	See appended list of coal and coke rates.						
Draining pipes and tiles (*com. for agricultural draining*).	†See general remarks on bricks, common.						
Dross							
Fire bricks and clay							
Flagstones							
Granite, *undressed*	1*s.*	3 tons	Varies, but in some cases up to 12 miles.	12 to 30 miles 1*d.* to $\frac{7}{8}$*d.*, 31 to 50 miles $\frac{7}{8}$*d* to $\frac{3}{4}$*d.*	Up to 60 miles $\frac{3}{4}$*d.* to $\frac{5}{8}$*d.*, beyond 60 miles $\frac{5}{8}$*d.* to $\frac{7}{8}$*d.* per ton.		
Gravel	†See general remarks on bricks, common.						
Iron ore	1*s.*	4 tons	Varies up to 6 miles.	1*d.* to ·906*d.* per ton.	·906*d.* to $\frac{3}{4}$*d.* per ton.		
Iron, *pig*	†See general remarks on bricks, common.						
Iron stone	1*s.*	4 tons	-	-	$\frac{3}{4}$*d.* per ton per mile.	$\frac{3}{4}$*d.* per ton per mile.	
Lime	See mineral list.						
Limestone	1*s.*	4 tons	-	-	$\frac{3}{4}$*d.* per ton per mile.	$\frac{3}{4}$*d.* per ton per mile.	
Manure, *in bulk*	2*s.* 6*d.*	2 tons	-	1$\frac{1}{2}$*d.* per ton for first 40 miles, beyond 1*d.* per ton per mile.	For first 40 miles 1$\frac{1}{2}$*d.* per ton per mile, beyond 1*d.* per ton per mile.		
Materials for road repairs.	†See general remarks on bricks, common.						
Peat							
Potters' earth							
Pyrites							
Salt, *rock, and unmanufactured.*	1*s.* 9*d.*	4 tons	-	1*d.* per ton per mile.	1*d.* to $\frac{3}{4}$*d.*	See remark in Table (A.)	See remark in Table (A.)
Salt, *in bulk*, including manufactured salt, when so carried, from Stoke Works and Droitwich.	2*s.* 6*d.*	Do.	-	Above 40 miles $\frac{3}{4}$*d.* per ton per mile.	$\frac{3}{4}$*d.* to $\frac{1}{2}$*d.*		
Salt, from other stations	†See general remarks on bricks, common.						
Sand							
Scorize	1*s.*	4 tons	-	1$\frac{1}{2}$*d.* to 1$\frac{1}{2}$*d.*	1$\frac{1}{2}$*d.* to $\frac{7}{8}$*d.*		
Slag	Do.	Do.	-	Do.	Do.		
Slates, *common*	†See general remarks on bricks, common.						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

* See note to Table (A.)

GENERAL REMARKS.

†*Bricks, Common.*—Very rarely carried in owners' waggons, and when so carried an allowance is made according to circumstances, but as a rule we allow—

3*d.* per ton up to 30 miles.
6*d.* „ „ 60 „
9*d.* „ beyond 60 „

Midland Railway.—Inquiry No. 1.—*continued.*

Coal, Cannel, Coke, Culm, Cinders, and Lime, in Owners' Waggons.

Name of Article.	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?
Coal - -	4*d.* per ton	4 tons - (2,352 lbs. to the ton).	Maximum 2 miles.	In excess of the maximum up to 40 miles from 1*d.* to $\frac{3}{4}$*d.* per ton per mile.	40 to 60 miles from $\frac{3}{4}$*d.* to $\frac{5}{8}$*d.* per ton per mile, 60 to 80 miles from $\frac{5}{8}$*d.* to $\frac{1}{2}$*d.* per ton per mile, 80 to 100 miles from $\frac{1}{2}$*d.* to $\frac{7}{16}$*d.* per ton per mile, 100 miles and upwards $\frac{7}{16}$*d.* to $\frac{6}{16}$*d.* per ton per mile.	Varying according to circumstances from 2*d.* to 6*d.* per ton.	No -	This service is not undertaken by the Company.	
Cannel - -	} The rates for cannel and culm are the same as for coal.								
Culm - -									
Coke - -	6*d.* per ton	4 tons - - (2,352 lbs. to the ton).	Maximum 2 miles.	In excess of the maximum up to 50 miles from 1$\frac{1}{2}$*d.* to $\frac{7}{8}$*d.* per ton per mile.	50 to 60 miles from 1*d.* to $\frac{5}{8}$*d.* per ton per mile, 60 to 80 miles from $\frac{5}{8}$*d.* to $\frac{10}{16}$*d.* pr. ton pr. mile, 80 to 100 miles from $\frac{8}{16}$*d.* to $\frac{1}{2}$*d.* per ton per mile, 100 miles and upwards $\frac{1}{2}$*d.* per ton per mile.	Do.	No -	Do.	
Cinders - -	The rates for cinders are the same as for coke.								
Lime - -	6*d.* per ton	4 tons - - (2,352 lbs. to the ton).	Maximum 2 miles.	In excess of the maximum up to 50 miles from 1*d.* to $\frac{3}{4}$*d.* per ton per mile.	50 to 80 miles from $\frac{3}{4}$*d.* to $\frac{5}{8}$*d.* per ton per mile, 80 to 100 miles from $\frac{5}{8}$*d.* to $\frac{1}{2}$*d.* per ton per mile, 100 miles and upwards $\frac{1}{2}$*d.* per ton per mile.	Do.	No -	Do.	

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — Yes, subject to remarks in columns and margin.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time?
And if so, in what time? — No.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Not on traffic booked through.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The local charges to the junction are then made, and the particulars handed to the company taking forward the traffic.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — See remarks on exceptions.

Midland Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster	From 2*s.* to 3*s.* as a general rule, but in some special cases a lower charge is made.	Two tons.	From 6 to 24 miles, according to the varying circumstances of the traffic.	$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	Per ton. $2\frac{1}{10}d.$ to $1\frac{1}{5}d.$	From 1*s.* to 2*s.* per ton, according to circumstances.	Included in the foregoing charges.	No separate charge is made.	No.	No.
Alkali				Do.	Do.					
Alum and alum cake				Do.	Do.					
Anchors				Do.	Do.					
Asphaltum				Do.	Do.					
Asphalte apparatus *when sent with asphalte.*				Do.	Do.					
Axles, wheels, and tyres, *railway*				Do.	Do.					
Axles, *Bessemer made*				Do.	Do.					
Axles, wheels, and tyres, *steel, at owner's risk.*				Do.	Do.					
Baggage, *military*				2*d.*	2*d.*					
Bar wood				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Bark (tanners'), *packed*				3*d.* to 2*d.*	2*d.*					
Barley				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Barytes				Do.	Do.					
Baywood				Do.	Do.					
Beans				Do.	Do.					
Bessemer made shot				Do.	Do.					
Bessemer made armour plates				Do.	Do.					
Bessemer made rails				$1\frac{1}{2}d.$ to $1\frac{3}{4}d.$	$1\frac{3}{4}d.$ to 1*d.*					
Bessemer made ingots				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Bessemer made rough forgings				Do.	Do.					
Bleaching powder				Do.	Do.					
Blocks, *rough cast steel horn*				Do.	Do.					
Bone ash				Do.	Do.					
Bone and horn waste, *in truck loads*				Do.	Do.					
Bones, *calcined*				Do.	Do.					
Bones, *common, for size or manure*				Do.	Do.					
Borings, *iron*				Do.	Do.					
Bran				Do.	Do.					
Brimstone				Do.	Do.					
Builders' implements, *ladders, planks, scaffold poles, &c.*				Do.	Do.					
Burr stones				Do.	Do.					
Cannon balls				Do.	Do.					
Cement				Do.	Do.					
Cement stone				Do.	Do.					
Chains, *large, loose*				$1\frac{1}{2}d.$ to $1\frac{1}{3}d.$	$1\frac{1}{3}d.$ to $\frac{7}{8}d.$					
Chalk				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Charcoal, *packed*				Do.	Do.					
Charcoal, *animal*				Do.	Do.					
Charubs or locusts, *actual weight*										
Chimney pots, *earthenware, at owner's risk.*				$1\frac{1}{2}d.$ to $1\frac{3}{4}d.$	$1\frac{3}{4}d.$ to 1*d.*					
China clay				Do.	Do.					
Clay retorts, *at owner's risk*				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Clog blocks, *rough*				Do.	Do.					
Coal dust, *in bags and casks*				Do.	Do.					
Coal tar and creosote, *in owner's trucks*				Do.	Do.					
Cocoa nut refuse, *for manure*				Do.	Do.					
Copperas				Do.	Do.					
Copper ore				Do.	Do.					
Cordwood, *machine weight*				Do.	Do.					
Cullet, *in casks*				Do.	Do.					
Dari				Do.	Do.					
Deals, $2\frac{1}{2}$ *tons per standard*				Do.	Do.					
Dills				Do.	Do.					
Disinfecting powder				Do.	Do.					
Drain pipes				$1\frac{1}{2}d.$ to $1\frac{3}{4}d.$	$1\frac{3}{4}d.$ to 1*d.*					
Earth nuts				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Emery stone				Do.	Do.					
Farina				Do.	Do.					
Felloes, naves, and spokes				$1\frac{1}{2}d.$ to $1\frac{3}{4}d.$	$1\frac{3}{4}d.$ to 1*d.*					
Fire-clay chimney cans, *at owner's risk*				Do.	Do.					
Fire-clay vent linings, *at owner's risk*				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Fire-clay ware, *not otherwise specified, at owner's risk.*				Do.	Do.					
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*				Do.	Do.					
Flints				Do.	Do.					
Flint, ground, *packed, in truck loads of 3 tons and upwards.*				Do.	Do.					
Flooring boards				Do.	Do.					
Flour				Do.	Do.					
Founders' dust, *packed*				$1\frac{1}{2}d.$ to $1\frac{1}{3}d.$	$1\frac{1}{3}d.$ to $\frac{7}{8}d.$					
Fullers' earth				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Fustic				$1\frac{1}{2}d.$	$1\frac{1}{2}d.$ to 1*d.*					
Gas and coal tar, and creosote, *in owner's trucks.*	5*s.*			$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	From 2*s.* to 3*s.* as a general rule, but in some special cases a lower charge is made.									
Gas water				Do.	Do.					
Glue pieces, *wet*				Do.	Do.					
Grains, *brewers' and distillers'*				2*d.* to $1\frac{1}{2}d.$	$1\frac{1}{2}d.$ to 1*d.*					
Grain, flour, &c. *(See separate entries)*				$2\frac{1}{2}d.$ to $2\frac{1}{10}d.$	$2\frac{1}{10}d.$ to $1\frac{1}{5}d.$					
Grindstones, *at owner's risk*				Do.	Do.					
Guano				$1\frac{1}{2}d.$ per ton for first 40 miles, beyond 40 miles 1*d.* per ton per mile.	1*d.* per ton per mile after first 40 miles.					

Midland Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
					Per ton.					
Gurdgeons				2¼d. to 2 1/10d.	2 1/10d. to 1½d.					
Gypsum				1½d. to 1¾d.	1¾d. to ⅞d.					
Hominy				2¼d. to 2 1/10d.	2 1/10d. to 1⅛d.					
Hoopwood, *rough, in bundles*				Do.	Do.					
Ice, *in 4 ton lots (weight taken at starting point).*				Do.	Do.					
Indian corn				Do.	Do.					
Boiler plates, bars, and other undamageable iron.				Do.	Do.					
[Iron rails and chairs]				1½d. to 1⅜d.	1⅜d. to 1d.					
Forgings, *in the rough, not otherwise specified.*				2¼d. to 2 1/10d.	2 1/10d. to 1⅛d.					
Iron retorts				Do.	Do.					
Scrap iron				1½d. to 1⅜d.	1⅛d. to ⅞d.					
Iron spikes				2¼d. to 2 1/10d.	2 1/10d. to 1⅛d.					
Lead ore				Do.	Do.					
Lathwood				Do.	Do.					
Lead, *pig*				Do.	Do.					
Leather shavings, *for manure*				Do.	Do.					
Mahogany				Do.	Do.					
Malt and meal				Do.	Do.					
Malt culms, *actual weight*				Do.	Do.					
Manganese				Do.	Do.					
Manures, *packed*				1½d. per ton for first 40 miles, beyond 40 miles 1d. per ton per mile.	1d. per ton per mile after first 40 miles.					
Manure, *shoddy*				2¼d. to 2 1/10d.	2 1/10d. to 1⅛d.					
Millet				Do.	Do.					
Muriate of potash				Do.	Do.					
Nitrate of soda				Do.	Do.					
Oats				Do.	Do.					
Ochre				Do.	Do.					
Oil cake				Do.	Do.					
Oil cake, *ground*				Do.	Do.					
Paddy or rice, *in the husk*				Do.	Do.					
Points and crossings, *railway*				Do.	Do.					
Patent fuel				Do.	Do.					
Peas, *dried*				Do.	Do.					
Pelts, *wet*				Do.	Do.					
Pipe clay				Do.	Do.					
Plaster				Do.	Do.					
Pollard				Do.	Do.					
Posts and rails, *for fencing*				Do.	Do.					
Postwood, *machine weight*				Do.	Do.					
Pozzolano				Do.	Do.					
Propwood, *machine weight*				Do.	Do.					
Sleepers, *railway, machine weight*				Do.	Do.					
Rice flour and meal				Do.	Do.					
Ropes, *old, including wire ropes*				Do.	Do.					
Rye				Do.	Do.					
Sago flour				Do.	Do.					
Salt, *in bags*				Do.	Do.					
Salt, *manufactured*				Do.	Do.					
Salt cake				1½d. to 1⅜d.	1⅜d. to 1d.					
Sanitary tubes				Do.	Do.					
Sash weights				2¼d. to 2 1/10d.	2 1/10d. to 1⅛d.					
Satin white				Do.	Do.					
Sawdust				Do.	Do.					
Seeds, flax				Do.	Do.					
Seeds, linseed				Do.	Do.					
Seeds, rape				Do.	Do.					
Seeds, *for crushing for oil*				Do.	Do.					
Sharps				Do.	Do.					
Shelling				Do.	Do.					
Soda				Do.	Do.					
Soda ash				Do.	Do.					
Soot				1½d. per ton for first 40 miles, beyond 40 miles 1d. per ton per mile.	1d. per ton per mile after first 40 miles.					
Spelter				2¼d. to 2 1/16d.	2 1/16d. to 1⅛d.					
Spetches, *wet*				Do.	Do.					
Staves				Do.	Do.					
Steel plates, *for shipbuilding*				Do.	Do.					
Stone, *roughly wrought up, as troughs, sinks, &c.*				Do.	Do.					
Tares				Do.	Do.					
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*				1⅜d. to 1⅝d.	1⅝d. to 1d.					
Timber, *logs or baulks, by measurement*				2¼d. to 2 1/16d.	2 1/10d. to 1⅛d.					
Tyres. (*See axles and wheels*)				Do.	Do.					
Umber				Do.	Do.					
Vegetables, 3 tons and above—*Including cabbages, green peas, new potatoes, water cress, and all others, except as under.*				Do.	Do.					
Vegetables *in packages, in 2 ton lots—Including carrots, mangel wurzel, onions, old potatoes, and turnips.*				Do.	Do.					
Vetches				Do.	Do.					
Wheat				Do.	Do.					
Wheels, *railway.* (*See axles*)				Do.	Do.					
Whiting				Do.	Do.					
	From 2*s.* to 3*s.* as a general rule, but in some special cases a lower charge is made.	Two tons.	From 6 to 24 miles, according to the varying circumstances of the traffic.			From 1*s.* to 2*s.* per ton, according to circumstances.	Included in the foregoing charges.	No separate charge is made.	No.	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, subject to remarks in columns and margin.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — See reply to No. 2.

Midland Railway.—Inquiry No. 2.—*continued.*

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	Generally at the company's risk.
5. If not, state in what respects you depart from this condition.	See reply to No. 4, but when the articles are charged at rates in the lower classification they are carried at the owner's risk.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours as a general rule.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Articles in this class are not usually warehoused, but when they are the charge or freedom from charge varies according to circumstances.
9. What charge for warehousing is made after the period has expired?	See reply to No. 8.
10. What charge do you make for demurrage of waggons?	3*s.* per day after two clear days, but not strictly enforced.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Not on traffic charged through.
13. If not, state the exceptions, and give an instance of each class of exception.	See reply to No. 12.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The local charges are made in such cases, and particulars of the charges handed to the company who have to carry forward the goods.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	See reply to No. 15.
b. Or how otherwise?	See reply to No. 15.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, unless a longer route is found in practice to be more convenient.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	A very rare event.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	(*c.*) What the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried [illegible] and, if so, at what Rates?
[illegible]	*3d.* per package generally, but in some few cases *4d.*	We have no scale, but the charge varies according to distance from *6d.* to *3s.*	5*s.* per ton is generally the lowest charge, but in some few cases of large quantities the charge is *3s. 4d.* per ton.	Seven miles.	From 1*d.* to 8½*d.* per mile, according to distance and circumstances. The higher rate per mile in this column is for the short distances, and includes collection and delivery and station expenses.	No separate charge is made for porterage and station accommodation.	Yes.	No separate charge is made.	Yes.	No.	No.

Midland Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND CLASS of the Clearing House Classification. Appendix CP.	6*d.* per package generally, but in some few cases 4*d.*	We have no scale; the charge varies according to distance from 6*d.* to 3*s.*	6*s.* 8*d.* per ton is generally the lowest charge.	Seven miles.	From 1½*d.* to 11*d.*, according to distance and circumstances. The higher rate per mile in this column is for the short distances, and includes collection and delivery and station expenses.	No separate charge is made for porterage and station accommodation.	Yes.	No separate charge is made.	Yes.	No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix CP.	6*d.* per package generally, but in some few cases 4*d.*	We have no scale; the charge varies according to distance from 6*d.* to 3*s.*	8*s.* 4*d.* per ton is generally the lowest charge.	Seven miles.	From 1½*d.* to 1*s.* 2*d.*, according to distance and circumstances. The higher rate per mile in this column is for the short distances, and includes collection and delivery and station expenses.	No separate charge is made for porterage and station accommodation.	Yes.	No separate charge is made.	Yes.	No.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Article under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP.	6*d.* per package generally, but in some few cases 4*d.*	We have no scale; the charge varies according to distance from 6*d.* to 3*s.*	11*s.* 8*d.* per ton is generally the lowest charge.	Seven miles.	From 2*d.* to 1*s.* 8*d.* per ton per mile, according to distance and circumstances. The higher rate per mile in this column is for the short distances, and includes collection and delivery and station expenses.	No separate charge is made for porterage and station accommodation.	Yes.	No separate charge is made.	Yes.	No.	No.

Midland Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What it the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Milcage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Milcage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP.	6*d.* per package generally, but in some few cases 4*d.*	We have no scale, but the charge varies according to distance from 6*d.* to 3*s.* each.	18*s.* 4*d.* per ton is generally the lowest charge.	Seven miles.	From 3*d.* to 2*s.* 8*d.* per mile, according to distance and circumstances. The higher rate per mile in this column is for the short distances, and includes collection and delivery and station expenses.	No separate charge is made for porterage and station accommodation.	Yes.	No separate charge is made.	Yes.	No.	No.

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile, when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Minimum 10*s.* per ton, and 4*d.* per ton per mile up to 50 miles; 51 miles to 66 miles 16*s.* 8*d.* per ton, and then 3*d.* per ton per mile. All charged station to station only.										
Basket carriage bodies and Bath chairs, *at Company's risk.*	Minimum charge 21*s.* 8*d.* per ton, including collection and delivery, and when the mileage exceeds 21*s.* 8*d.* the charges are 20 per cent. above the fifth class rates, including collection and delivery. Basket carriage bodies, minimum weight, 1 cwt. Bath chairs, do. do. 3 cwt.										
Caravans, *showmen's and others.*	6*d.* per ton for first mile, and 2*d.* per ton per mile in addition for the weight above a ton, with a minimum charge of 20 miles. Weight under a ton to be charged a ton. Station to station.										
Carriage bodies, *finished, in cases.*	Double the fifth class rates in all cases, including collection and delivery; minimum charge 5 cwt.										
Railway carriages, on their own wheels.	6*d.* per carriage per mile.										
Boilers of unusual dimensions.	No fixed charge, but varies according to size, shape, and weight, and charged from station to station, except in rare cases.										
Contractors' waggons and materials, (*excepting rails and chairs*).	To 50 miles - 3*d.* per ton per mile 51 to 75 „ 12*s.* 6*d.* „ „ Above 75 „ - 2*d.* „ per mile Invariably charged from station to station.										
Furniture, *in mats or loose*	In all cases 20 per cent. above fifth class is charged, including collection and delivery.										
Furniture, *in vans, carts, or frames.*	Charged fifth class rate, including the van or carriage, and including collection and delivery. Vans returned free from station to station.										
Forgings or castings, above six tons.	No fixed charge, but varies according to shape and weight.										
Gunpowder - - -	Charged at fifth class rates, not less than in one ton lots, and in safety vans specially constructed for the carriage of gunpowder.										
Lucifer matches and other inflammable articles.	Charged at third class rates, not less than one ton, and all charges include collection and delivery.										
Locomotive engines and tenders on their own wheels.	To 100 miles inclusive, 2*d.* per ton per mile. 101 to 133 „ „ 16*s.* 8*d.* per ton. Above 133 „ „ 1½*d.* „ per mile. Minimum charge, 5*s.* per ton.										
Petroleum and photogenic oil.	In all cases by special arrangement.										
Railway waggons - -	If under three tons 3*d.* per waggon, if above that weight 4*d.* per waggon per mile. No less charge than 5*s.* All weights charged 3*d.* per mile above 50 miles.										
Statuary - - -	By special arrangement only.										
Returned empty packages	Not exceeding 50 miles - 0 3 „ 100 „ - 0 6 „ 150 „ - 0 9 „ 200 „ - 1 0 „ 250 „ - 1 3 „ 300 „ - 1 6 „ 400 „ - 1 9 „ 500 „ - 2 0 „ 600 „ - 2 3 These charges include collection and delivery. There are some few exceptions to this rule, where empties are not charged.										
Small parcels - -	By passenger trains from 4*d.* to 1*s.* 9*d.* from 1 lb. to 7 lbs., and for distances varying from 10 miles to 300 miles. By goods trains see replies to the question in first column under classes 1, 2, 3, 4, and 5.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes, subject to remarks in columns and margins.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	See reply to No. 2.
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	See reply to No. 4.

Midland Railway.—Inquiry No. 3.—*continued.*

6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Not usually warehoused, but when warehoused the charge or freedom from charge varies according to circumstances.
9. What charge for warehousing is made after the period has expired?	See reply to No. 8.
10. What charge do you make for demurrage of waggons?	3*s.* per day after two clear days, but not strictly enforced.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Not on traffic charged through.
13. If not, state the exceptions, and give an instance of each class of exception.	See reply to No. 12.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The local charges are made in such cases, and particulars of the charges handed to the company who have to carry forward the goods.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	See reply to No. 15.
b. Or how otherwise?	See reply to No. 15.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, unless a longer route is found in practice more convenient.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	A very rare event.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the line included in your former return.

Leeds and Bradford Railway Act [7 & 8 Vict. c. 59.], 1844.
Bristol and Birmingham and Midland Railway Act [9 & 10 Vict. c. 326.], 1846.
Midland Railway, Leicester and Hitchin Act [16 & 17 Vict. c. 108.], 1853.

INQUIRY No. 5.—As to Passenger Fares.*

Give the following information in reference to the lines included in your former returns:

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*		*d.*	*d.*
Average fares charged per mile.	No express fares in operation on the Midland Railway.						2·22	3·40	1·61	2·46	—	—	·96	1·50
Highest „ „							2·61	3·88	1·91	2·74	·99	—	·99	1·76
Lowest „ „							1·39	2·50	1·07	1·64	·86	—	·86	1·42
Maximum fares allowed by Act of Parliament.							3	—	2	—	1	—	1	—

* The "return" fares per mile in these tables were given by the Company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.

Midland Railway.—Inquiry No. 5.—*continued.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	Miles.	Return.		Ordinary.		
		1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class.
		s. d.	s. d.	s. d.	s. d.	s. d.
Between Buxton and Millers Dale	5½	2 0	1 3	1 3	0 10	0 5½
„ „ Longston	9½	3 0	2 3	2 0	1 6	0 9½
„ „ Hassop	11	3 6	2 6	2 4	1 10	0 11
„ „ Bakewell	12	4 0	2 8	2 8	2 0	1 0
„ „ Rowsley	15¼	4 9	3 6	3 4	2 4	1 3
Average per mile	—	3·88*d.*	2·74*d.*	2·61*d.*	1·91*d.*	·99*d.*

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	Distance.	Return.	
		1st Class.	2nd Class.
	Miles.	s. d.	s. d.
Between Nottingham and Long Eaton	7	2 0	1 3
„ „ Sandiacre	9	2 0	1 3
„ „ Stanton Gate	10	2 3	1 5
„ „ Ilkeston Junction	11¾	2 6	1 6
„ „ Ilkeston	13½	2 6	1 6
„ „ Shipley Gate	14½	2 9	1 10
„ „ Langley Mill	16	3 0	2 0
„ „ Codnor Park	18½	3 7	2 4
„ „ Pye Bridge	19¾	3 9	2 6
„ „ Pinxton	21¾	4 3	2 9
„ „ Alfreton	22¼	4 9	3 3
„ „ Doe Hill	25	5 6	3 9
„ „ Clay Cross	28	6 6	4 6
Average per mile	—	2·50*d.*	1·64*d.*

—	Distance.	Ordinary.	
		1st Class.	3rd Class.
	Miles.	*d.*	*d.*
Between Sheffield and Brightside	2	4	2
„ „ Holmes	4¼	6	4
„ „ Rotherham	5¼	6	4
Average per mile	11½	1·39*d.*	·86*d.*

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

Market tickets are issued as below:—

From stations on the Erewash Valley Railway to Nottingham, „ „ „ Mansfield, „ Kirkstall to Leeds — At a single fare for the double journey.

„ Newlay to Leeds — At a fare and one-third for the double journey.

„ Normanton to Leeds — At about a fare and one-sixth for the double journey.

„ Normanton, Woodlesford, and Methley to Leeds — At about a fare and one-sixth for the double journey.

„ Matlock Bridge and intermediate stations up to Clay Cross and from Pye Bridge, Doe Hill, Alfreton, and Eckington to Chesterfield — At a fare and one-sixth for the double journey.

„ Coalville, Ashby, Moira and Gresley to Burton, and from stations on the South Leicestershire line to Leicester — At a fare and one-half for the double journey. Third class only.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages	33½ miles per hour.
„ ordinary passenger trains, „	25¼ „
„ parliamentary „ „	20 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

There is a large excursion traffic on the Midland Railway during the summer months to watering places, large towns, and other places which offer attractions to the general public.

Midland Railway.—Inquiry No. 5.—*continued.*

The frequency of these trains depends upon circumstances. The following trains were run during the summer months of 1865:—

1865.	Local Excursion Trains.	Excursion Trains to other Company's Lines.
June - - -	124	48
July - - -	141	80
August - - -	144	91
September - -	114	63
October - - -	36	26
	559	308
Gross total - -	867	

The fares vary according to distance and circumstances, being frequently as low as $\frac{1}{2}d.$ first class, and $\frac{1}{4}d.$ covered carriages per mile run.

In 1865 the following local excursion trains were run:—

No. of Trains.	Number of Passengers.		
	1st Class.	In covered Carriages.	Total.
685	14,907	376,374	391,281
Average per train -	21¾	549½	571¼

The average speed of excursion trains is about 20 miles per hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

General Rates for Parcels by Passenger Train.

For distances not exceeding 10 miles, not exceeding 28 lbs., 4*d.*; above 28 lbs., 2*d.* for each stone or part of a stone additional.

—	1 lb.	2 lbs.	3 lbs.	Above 3 lbs. and not exceeding 7 lbs.	—	—	—	—	Ordinary excess Luggage per lb.
	s. d.	*s. d.*	*s. d.*	*s. d.*		*s. d.*		*d.*	*d.*
Not exceeding 30 miles - - -	0 6	0 6	0 6	0 6	Above 7 lbs. and up to 24 lbs.	0 6	Above 24 lbs.	½	½
Above 30 miles and not exceeding 50 miles	0 6	0 6	0 6	0 8	„ „ 16 „	0 8	„ 16 „	½	½
„ 50 „ „ 100 „	0 6	0 6	0 8	0 10	„ „ 16 „	1 0	„ 16 „	¾	¾
„ 100 „ „ 150 „	0 6	0 9	1 0	1 3	„ „ 15 „	1 3	„ 15 „	1	1
„ 150 „ „ 200 „	0 8	1 0	1 3	1 6	„ „ 14 „	1 6	„ 14 „	1½	1½
„ 200 „ „ 250 „	0 9	1 0	1 6	1 9	„ „ 16 „	2 0	„ 16 „	1½	1½
„ 250 „ „ 300 „	0 9	1 0	1 6	1 9	„ „ 16 „	2 4	„ 16 „	1¾	1¾
„ 300 „ „ 400 „	0 9	1 0	1 6	2 0	„ „ 15 „	2 6	„ 15 „	2	2
„ 400 „ „ 550 „	1 0	1 3	1 9	2 6	„ „ 18 „	3 0	„ 18 „	2	2
„ 550 „ - - - - -	1 0	1 3	1 9	2 6	„ „ 16 „	3 0	„ 16 „	2¼	2¼

Exceptions to General Scale of Passenger Parcel Rates.

In the West Riding and Craven districts and part of Lancashire, viz.;—between Sheffield and Bradford, Ilkley, Colne, Ingleton, and intermediate stations, the following rates are charged:

—	Weights.									
	Not exceeding 1 lb.	Above 1 lb. and not exceeding 2 lbs.	Above 2 lbs. and not exceeding 3 lbs.	Above 3 lbs. and not exceeding 4 lbs.	Above 4 lbs. and not exceeding 7 lbs.	Above 7 lbs. and not exceeding 14 lbs.	Above 14 lbs. and not exceeding 28 lbs.	Above 28 lbs. and not exceeding 56 lbs.	Above 56 lbs. and not exceeding 112 lbs.	Above 112 lbs., for each additional lb.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 12 miles - - -	0 4	0 4	0 4	0 4	0 6	0 6	0 8	0 10	1 0	0 0⅛
Above 12 miles and not exceeding 25 miles	0 4	0 4	0 4	0 6	0 8	0 8	0 10	1 0	1 6	0 0¼
„ 25 „ „ 50 „	0 4	0 6	0 6	0 8	0 9	0 10	1 0	1 6	2 6	0 0¼
„ 50 „ „ 75 „	0 4	0 6	0 6	0 9	0 10	1 0	1 6	1 9	3 0	0 0¼
„ 75 „ „ 110 „	0 4	0 6	0 8	0 10	1 0	1 3	2 0	2 3	3 6	0 0½

Midland Railway.—Inquiry No. 6.—*continued.*

PARCELS by GOODS TRAINS.

We have no scale, but give the average charge for various distances on our line.

Distance.	Not exceeding 28 lbs.	Not exceeding 56 lbs.	Not exceeding 112 lbs.	Distance.	Not exceeding 28 lbs.	Not exceeding 56 lbs.	Not exceeding 112 lbs.
	s. d.	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*
5 miles -	0 4	0 4	0 4	80 miles -	1 0	1 3	1 3
10 „ -	0 6	0 6	0 6	90 „ -	1 3	1 3	1 6
20 „ -	0 6	0 9	0 9	100 „ -	1 3	1 6	1 9
30 „ -	0 9	1 0	1 0	120 „ -	1 6	1 6	1 9
40 „ -	0 9	1 0	1 0	150 „ -	1 9	1 9	1 9
50 „ -	1 0	1 0	1 0	200 „ -	2 0	2 0	2 6
60 „ -	1 0	1 0	1 0	250 „ -	2 0	2 6	3 0
70 „ -	1 0	1 0	1 0				

These charges are made only when the consignment would not come to more at the rate per ton, *and include collection and delivery.*

If two or more packages of different classes of goods were sent from one consignor to one consignee, the parcels rate would apply, unless the entire weight, if charged at the highest class to which any of the articles belong, would come to more at the rate per ton.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding 50*l.* each in value	0 9	10 6
„ „ 2 „ „ „ „ -	0 6	7 0
„ „ 1 „ „ „ „ -	0 3	3 6
Two-wheeled carriages - - - - - -	0 4½	5 6
Four-wheeled „ - - - - - -	0 4½	5 6

Dogs		*s. d.*
	Not exceeding 10 miles - -	0 3
	Above 10 and not exceeding 20 miles	0 6
	„ 20 „ 40 „	1 0
	„ 40 „ 80 „	1 6
	„ 80 „ 100 „	2 0
	„ 100 „ 130 „	2 6
	„ 130 „ 150 „	3 0
	„ 150 „ 200 „	4 0
	„ 200 „ 250 „	5 0
	„ 250 „ 300 „	6 0

What is the rate of insurance on horses exceeding the above-mentioned values?

Five per cent. on declared value above 50*l.* if owners declare value and wish to insure.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Horse and carriage rates are uniform, without reference to distance.

For dogs, see scale.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Minimum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
Fat cattle - -	Sender may put in any number he thinks well.	Small waggon, 6*d.* 15 ft. do., 6½*d.* 16 ft. do., 7*d.* 18 ft. do., 8*d.*		Five shillings.	3	Half the charge for a full waggon.		Five shillings.	The Midland Company have no double vans.			
Lean cattle - -					5							
Sheep - -					15							
Lambs - -					15							
Bacon pigs - -					9							
Pork pigs - -					12							
Horses in cattle trucks - -		1½*d.* per horse per mile. No less charge than as for four.		5*s.*								

Midland Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

We do not in any case charge more than the scale rates.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Morecambe and London, *4l. 2s. 6d.*, small waggon. 262 miles.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Cattle to the Royal Agricultural show is charged the full rates, but is returned free if it remains the *bonâ fide* property of the original sender.

The same facilities are given to other agricultural shows on the application of the secretary.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

The term "long distances" in this return is assumed to mean more than 100 miles.

	1840.	1850.	
		d.	*d.*
Single passenger fares, 1st class	The Company have not sufficient information in their offices to enable them to fill up this column.	3	2·22
,, ,, 2nd class		2	1·61
,, ,, 3rd class		1	0·96
Horses by passenger trains - each		4	3
Four-wheeled carriages - ,,		6	4·50
Parcels by [passenger trains]		- - -	See answer to Inquiry No. 6.
Oxen - per head		We do not, as a rule, charge "head" rates.	
Sheep - ,,			
Fish, fresh - per ton		7·097	6·258
,, salt ,,		3·581	2·904
Coal - ,,		$0\frac{3}{4}d.$ to $0\frac{1}{2}d.$	$0\frac{3}{8}d.$ to $0\frac{7}{16}d.$
Bricks, common ,,		$0\frac{3}{4}$	$0\frac{3}{4}$
Manure * ,,		$1\frac{1}{8}$	1
Iron ore (carried in owners' waggons only) ,,		$0\frac{3}{4}$	$0\frac{1}{2}$
Bar iron ,,		$1\frac{1}{8}$	1
Iron castings ,,		$1\frac{1}{8}$	1
Stone ,,		1	$0\frac{7}{8}$
Lime ,,		None carried for long distances.	$0\frac{5}{8}$
Salt (owners' waggons) ,,		$0\frac{3}{4}$	$0\frac{3}{4}d.$ to $0\frac{1}{2}d.$
Grain ,,		$1\frac{1}{8}$	1
Flour ,,		$1\frac{1}{8}$	1
Timber, foreign ,,		$1\frac{1}{8}$	1
Hay ,,		3	3
Potatoes ,,		$1\frac{1}{8}$	1
Mangold wurzel ,,		$1\frac{1}{8}$	1
Goods generally, of the kind now included by the Clearing House - under the 1st class		2·929 These	2·367 These
,, 2nd ,,		3·581 include	2·904 include
,, 3rd ,,		4·242 collec-	3·676 collec-
,, 4th ,,		5·277 tion and	4·782 tion and
,, 5th ,,		7·097 delivery.	6·258 delivery.

* Ordinary manure not carried long distances. This rate applies to artificial manure.

SOUTH-EASTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — South-Eastern Lines of Railway, 306 Miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	2*s.* 2*d.*	4 Tons.	20 Miles.	One penny.	One penny per ton per mile.	According to circumstances.	Yes.	Very rarely asked to do the labour; but if it is performed by us the charge is 6*d.* per ton for each service.	Yes.

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No; there are some few exceptions.

4. If not, state the nature of the exceptions.

Less rates are charged at points competitive with water conveyance, principally the Thames.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

Generally at owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

One day for loading; and until noon of the day after arrival (say about 30 hours from time of arrival) for unloading.

9. What charge do you make for demurrage of waggons?

3*s.* per waggon per day.

South-eastern Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	2*s.*	4 tons.	20 miles.	½ths of a penny.	½ths of a penny per ton per mile.	According to circumstances.	Yes.

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? No; there are some few exceptions.

12. If not, state the nature of the exceptions. Less rates are charged at points competitive with water conveyance, principally the Thames.

13. Is the traffic of this class conveyed at the owners' risk, or otherwise? At owners' risk.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? We do in most cases.

18. Are junctions considered as stations for this class of traffic? Yes; our junctions with other companies' lines are all stations.

19. If not, state the exceptions?

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? The waggons run through whenever practicable, although the charges may not always be made throughout.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts?

If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried? Generally on the quantity carried.

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? Yes.

South-eastern Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the Charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.	According to circumstances.	Yes.	6*d.* per ton for each service.	Yes.	No.
Alkali	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Alum and alum cake	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Anchors	2*s.* 11*d.*	8 cwt.	Do.	Do.	Do.			Do.	Do.	
Asphaltum	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Asphalte apparatus *when sent with asphalte.*	4*s.* 2*d.*	6 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Axles, wheels, and tyres, *railway.*	2*s.* 6*d.*	2 tons	Do.	Do.	Do.			Do.	Do.	
Axles, *Bessemer made*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Axles, wheels, and tyres, *steel, at owners' risk.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Baggage, *military*	2*d.* per ton per mile.							The labour is performed by the troops.		
Bar wood	2*s.* 11*d.*	8 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Bark (tanners') *packed*	2*s.* 6*d.*	2 tons	Do.	Do.	Do.			Do.	Do.	
Barley	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Barytes	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Baywood	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Beans	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Bessemer made shot	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Bessemer made armour plates.	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Bessemer made rails	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Bessemer made ingots	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Bessemer made rough forgings.	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Bleaching powder	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Blocks, *rough cast steel horn.*	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Bone ash	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Bone and horn waste, *in truck loads.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Bones, *calcined*	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Bones, *common, for size or manure.*	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Borings, *iron*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Bran	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Brimstone	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Builders' implements, *ladders, planks, scaffold poles, &c.*	2*s.* 11*d.*	8 cwt.	Do.	Do.	Do.			Do.	Do.	
Burr stones	2*s.* 6*d.*	2 tons	Do.	Do.	Do.			Do.	Do.	
Cannon balls	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Cement	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Cement stone	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Chains, *large, loose*	2*s.* 11*d.*	8 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Chalk	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Charcoal, *packed*	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Charcoal, *animal*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Charubs or locusts, *actual weight.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Chimney pots, *earthenware, at owners' risk.*	2*s.* 11*d.*	8 cwt.	Do.	Do.	Do.			Do.	Do.	

South-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
China clay	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.	According to circumstances.	Yes.	6*d.* per ton for each service.	Yes.	No.
Clay retorts, *at owners' risk.*	2*s.* 11*d.*	8 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Clog blocks, *rough*	2*s.* 6*d.*	2 tons	Do.	Do.	Do.			Do.	Do.	
Coal dust, *in bags and casks.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Coal tar and creosote, *in owner's trucks.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Cocoa nut refuse, *for manure.*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Copperas	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Copper ore	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Cordwood, *machine weight.*	2*s.* 6*d.*	2 tons	The shortest distance on the railway	The charges vary according to circumstances.	The charges vary according to circumstances.			It is included in the rate.	It is included in the rate.	
Cullet, *in casks*	2*s.* 11*d.*	8 cwt.								
Dari	2*s.* 6*d.*	2 tons								
Deals, 2½ *tons per standard.*	2*s.* 11*d.*	8 cwt.								
Dills	2*s.* 6*d.*	2 tons								
Disinfecting powder	Do.	Do.								
Drain pipes	Do.	Do.								
Earth nuts	Do.	Do.								
Emery stone	Do.	Do.								
Farina	Do.	Do.								
Felloes, naves, and spokes	Do.	Do.								
Fire-clay chimney cans, *at owners' risk.*	2*s.* 11*d.*	8 cwt.								
Fire-clay vent linings, *at owners' risk.*	2*s.* 6*d.*	2 tons								
Fire-clay ware, *not otherwise specified, at owners' risk.*	Do.	Do.								
Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	2*s.* 11*d.*	8 cwt.								
Flints	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Flint, ground, *packed, in truck loads of 3 tons and upwards.*	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.	The charges vary according to circumstances.			It is included in the rate.	It is included in the rate.	
Flooring boards	2*s.* 11*d.*	8 cwt.								
Flour	2*s.* 6*d.*	2 tons								
Founders' dust, *packed*	Do.	Do.								
Fullers' earth	Do.	Do.								
Fustic	2*s.* 11*d.*	8 cwt.								
Gas and coal tar, and creosote, *in owners' trucks.*	2*s.* 6*d.*	2 tons								
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2*s.* 11*d.*	8 cwt.								
Gas water	2*s.* 6*d.*	2 tons								
Glue pieces, *wet*	2*s.* 11*d.*	8 cwt.								
Grains, *brewers' and distillers'.*	2*s.* 6*d.*	2 tons								
Grain, flour, &c. (*See separate entries.*)	Do.	Do.								
Grindstones, *at owners' risk.*	2*s.* 11*d.*	8 cwt.								
Guano	2*s.* 6*d.*	2 tons								
Gurdgeons	Do.	Do.								
Gypsum	Do.	Do.								
Hominy	Do.	Do.								
Hoopwood, *rough, in bundles.*	Do.	Do.								
Ice, *in 4 ton lots (weight taken at starting point).*	5*s.*	5 cwt.								
Indian corn	2*s.* 6*d.*	2 tons								
Boiler plates, bars, and other undamageable iron.	Do.	Do.								
Forgings, *in the rough, not otherwise specified.*	Do.	Do.								
Iron retorts	2*s.* 11*d.*	8 cwt.								
Scrap iron	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Iron spikes	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Lead ore	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Lathwood	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Lead, *pig*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Leather shavings, *for manure.*	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Mahogany	2*s.* 11*d.*	8 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.				It is included in the rate.		
Malt and meal	2*s.* 6*d.*	2 tons	Do.	Do.	Do.			Do.	Do.	
Malt culms, *actual weight*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Manganese	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Manures, *packed*	Do.	Do.	Do.	Do.	Do.			Do.	Do.	
Manure, *shoddy*	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	

South-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Millet	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.	The charges vary according to circumstances.	According to circumstances.	Yes.	It is included in the rate.	It is included in the rate.	No.
Muriate of potash	Do.	Do.								
Nitrate of soda	Do.	Do.								
Oats	Do.	Do.								
Ochre	Do.	Do.								
Oil cake	Do.	Do.								
Oil cake, *ground*	Do.	Do.								
Paddy or rice, *in the husk*	2*s.* 11*d.*	8 cwt.								
Points and crossings, *railway.*	2*s.* 6*d.*	2 tons								
Patent fuel	2*s.* 11*d.*	8 cwt.								
Peas, *dried*	2*s.* 6*d.*	2 tons								
Pelts, *wet*	2*s.* 11*d.*	8 cwt.								
Pipe clay	2*s.* 6*d.*	2 tons								
Plaster	Do.	Do.								
Pollard	Do.	Do.								
Posts and rails *for fencing.*	Do.	Do.								
Postwood, *machine weight*	Do.	Do.								
Pozzolano	Do.	Do.								
Propwood, *machine weight*	Do.	Do.								
Sleepers, *railway, machine weight.*	Do.	Do.								
Rice flour and meal	Do.	Do.								
Ropes, *old, including wire ropes.*	Do.	Do.								
Rye	Do.	Do.								
Sago flour	Do.	Do.								
Salt, *in bags*	Do.	Do.								
Salt, *manufactured*	Do.	Do.								
Salt cake	Do.	Do.								
Sanitary tubes	Do.	Do.								
Sash weights	Do.	Do.								
Satin white	Do.	Do.								
Sawdust	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Seeds, flax	2*s.* 6*d.*	2 tons	The shortest distance on the railway.	The charges vary according to circumstances.	The charges vary according to circumstances.			It is included in the rate.	It is included in the rate.	
Seeds, linseed	Do.	Do.								
Seeds, rape	Do.	Do.								
Seeds *for crushing for oil*	Do.	Do.								
Sharps	Do.	Do.								
Shelling	Do.	Do.								
Soda	Do.	Do.								
Soda ash	Do.	Do.								
Soot	Do.	Do.								
Spelter	2*s.* 11*d.*	8 cwt.								
Spetches, *wet*	Do.	Do.								
Staves	Do.	Do.								
Steel plates *for shipbuilding.*	Do.	Do.								
Stone, *roughly wrought up—as troughs, sinks, &c.*	2*s.* 6*d.*	2 tons								
Tares	Do.	Do.								
Tiles, *roofing, ridge, paving* (*quarries*), *at owners' risk.*	2*s.* 2*d.*	4 tons	20 miles	One penny	One penny per ton per mile.			6*d.* per ton for each service.	Yes.	
Timber, *logs or baulks, by measurement.*	2*s.* 11*d.*	8 cwt.	The shortest distance on the railway.	The charges vary according to circumstances.	The charges vary according to circumstances.			It is included in the rate.	It is included in the rate.	
Tyres. (*See axles and wheels.*)	2*s.* 6*d.*	2 tons								
Umber	Do.	Do.								
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, watercress, and all others, except as under—*	4*s.* 2*d.*	6 cwt.								
Vegetables *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*	Do.	Do.								
Vetches	2*s.* 6*d.*	2 tons								
Wheat	Do.	Do.								
Wheels, *railway.* (*See axles.*)	Do.	Do.								
Whiting	Do.	Do.								

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, generally so.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owners' risk, or otherwise? — It depends upon circumstances.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Generally two days or thereabouts.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — It depends upon circumstances.

9. What charge for warehousing is made after the period has expired? — Ditto.

10. What charge do you make for demurrage of waggons? — 3*s.* or 5*s.* per waggon per day according to circumstances.

South-eastern Railway.—Inquiry No. 2.—*continued.*

FOR THROUGH TRAFFIC.

11 Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We do in most cases.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes, our junctions with other lines are all stations.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The waggons run through whenever practicable, although the charges may not always be made throughout.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried? — Generally on the quantity carried.

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes, generally by the shortest route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes, as a rule.

19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars. — Very rarely so. (Salt is an exception.)

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, and not including collection and delivery].

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance.	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded.	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks*			2*s.* 6*d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Acetate of soda			Do.	Do.	Do.						
Acetic acid, *in casks*			2*s.* 11*d.*	Do.	Do.						
Ale and porter, *in casks*			Do.	Do.	Do.						
Ammonia, *in casks or iron drums.*			Do.	Do.	Do.						
Antimony ore			2*s.* 2*d.*	20 miles.	One penny.						
Anvils			2*s.* 11*d.*	The shortest distance on the railway.	The charges vary according to circumstances.						
Apples			Do.								
Argols			Do.								
Arm and share moulds			4*s.* 2*d.*								
Ashes, *pot and pearl*			2*s.* 6*d.*								
Asphalte apparatus, *when not sent with asphalte.*			4*s.* 2*d.*								
Bagging, *Surat*			2*s.* 11*d.*								
Barilla			Do.								
Biscuit, *dog*			Do.								
Blubber			Do.								
Blocks, *bobbin*			Do.								
Boilers, *under 30 ft. long*	Special according to circumstances.										
Bomb shells (not loaded)			2*s.* 2*d.*	20 miles.	One penny.						
Bone and horn waste, *in less quantities than 3 tons.*			2*s.* 6*d.*	The shortest distance on the railway.	The charges vary according to circumstances.						
Bones, *packed*			Do.								
Bottles, *black and green, or common glass.*			2*s.* 11*d.*								
Broom and brush blocks			Do.								
Buffers, *railway*			2*s.* 6*d.*								
Canada plates			Do.								
Cannon			2*s.* 11*d.*								
Capstan bars			Do.								
Castings, *light or heavy, not otherwise enumerated, at owners' risk*			4*s.* 2*d.*								
Cattle food, *prepared*			2*s.* 11*d.*								
Chicory root			Do.								
Cider, *in casks*			Do.								
Clay retorts, at Company's risk.			Do.								
Clog soles, *dressed*			Do.								
Clothes pegs, *packed*			Do.								
Clover seed, *at owner's risk.*			Do.								
Cobalt ore			2*s.* 2*d.*	20 miles.	One penny.						
Cocoa nut fibre or husk			2*s.* 11*d.*	The shortest distance on the railway.	The charges vary according to circumstances.						
Cocoa nut matting			Do.								
Cotton wool			Do.								
Crowbars			Do.								
Cutch			Do.								
Divi Divi			Do.								
Doors, *in cases*			5*s.*								
Dyewoods, *not elsewhere specified.*			2*s.* 11*d.*								
Earthenware, *loose, at owner's risk, not less than 1 ton.*			5*s.*								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. d.	*s. d.*	*s. d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
Earthenware bottles			2*s.* 11*d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Epsom salts, *in casks*			4*s.* 2*d.*								
Esparto or Spanish grass, *not less than 2 tons per waggon.*			2*s.* 11*d.*								
Farina, *calcined*			Do.								
Fish, *i. e.*, thoroughly cured white herrings *in brine.*			Do.								
Flint, *ground, packed, under 3 tons.*			2*s.* 6*d.*								
Fustic, *ground or chipped*			2*s.* 11*d.*								
Gambier			Do.								
Gasometer sheets			Do.								
Gooseberries, *unripe*			5*s.*								
Grain and flour, &c., viz.:											
Groats			2*s.* 11*d.*								
Pearl barley			Do.								
Pot barley			Do.								
Shudes			Do.								
Granite, *polished and dressed, in blocks.*			Do.								
Grease			2*s.* 6*d.*								
Greaves			Do.								
Grindstones, *at company's risk.*			2*s.* 11*d.*								
Gunny bags, *old*			2*s.* 6*d.*								
Gun stocks, *rough*			Do.								
Hides, kips, and sheep-skins (*foreign*) *salted or in bales.*			2*s.* 11*d.*								
Hoofs and horns, *cow and ox, packed.*			2*s.* 6*d.*								
Hoops, wood and iron			2*s.* 11*d.*								
Horn tips, *packed*			Do.								
Ice, *packed*			5*s.*								
Ink, *in crates or casks*			4*s.* 2*d.*								
Iron bolts			2*s.* 11*d.*								
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			Do.								
Iron buoys, buckets, and cisterns.			4*s.* 2*d.*								
Iron, corrugated			2*s.* 11*d.*								
Iron cranework, *of plates, in parts, not exceeding 30 feet.*			Do.								
Iron, galvanized			Do.								
Iron girders, *not exceeding 15 feet in length.*			4*s.* 2*d.*								
Iron hoops, sheets, or other damageable iron.			2*s.* 11*d.*								
Iron horse shoes and horse shoe bars.			Do.								
Iron masts, *ships, minimum, one ton per waggon.*			Do.								
Iron nails			Do.								
Iron nuts			Do.								
Iron rivets			Do.								
Iron rolls, *cast or wrought, polished, packed, or in bags, at owner's risk.*			Do.								
Iron shoe tips			Do.								
Iron spoutings and connexions, *at owner's risk.*			5*s.*								
Iron studs			2*s.* 11*d.*								
Iron staples			Do.								
Iron tubing			Do.								
Iron washers			Do.								
Iron weights, *for weighing.*			Do.								
Iron wire, *not damageable.*			Do.								
Iron wire, *galvanized*			Do.								
Juto			Do.								
Keys, *railway, wooden*			2*s.* 6*d.*								
Lancewood spars			2*s.* 11*d.*								
Laths, *in bundles*			Do.								
Lead ashes, *in bags*			2*s.* 6*d.*								
Lead, sheet			2*s.* 11*d.*								
Lead piping			4*s.* 2*d.*								
Lead, *red and white*			2*s.* 11*d.*								
Lime salt			2*s.* 6*d.*								
Linseed meal			Do.								
Litharge			2*s.* 11*d.*								
Logwood, *ground or chipped.*			Do.								
Marble, *in blocks*			Do.								
Metal *sheathing, new or old.*			Do.								
Millboards			Do.								
Molasses			Do.								
Muriate of iron, *in casks*			2*s.* 6*d.*								
Mustard seed, *for grinding.*			Do.								
Myrobolans			2*s.* 11*d.*								
Nickel ore			2*s.* 6*d.*								
Nitrate of lead			2*s.* 11*d.*								
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut			4*s.* 2*d.*								
Cod			Do.								
Cotton seed			Do.								
Lard			Do.								
Linseed			Do.								
Palm			Do.								
Pine			Do.								
Rapeseed			Do.								

lbs.	Up to 25 Miles.		Up to 46 Miles.		Above 46 Miles.	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*
14	0	6	0	8	0	10
28	0	8	0	10	1	0
56	0	10	1	0	1	2
84	1	0	1	2	1	4
112	1	2	1	4	1	6

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(e.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Oils, *cont.*											
Seal			4*s.* 2*d.*								
Train			Do.								
Whale			Do.								
Onions *in brine, in ton lots.*			2*s.* 11*d.*								
Osiers and twigs, *green and wet.*			2*s.* 6*d.*								
Paper, coarse, *for wrapping goods or printing newspapers.*			2*s.* 11*d.*								
Paper, *waste*			2*s.* 6*d.*								
Paraffin *wax*			2*s.* 11*d.*								
Pasteboard			Do.								
Pears, *common*			Do.								
Perry, *in casks*			Do.								
Pitch			2*s.* 6*d.*								
Pumice stone			2*s.* 11*d.*								
Putty			2*s.* 6*d.*								
Quercitron bark			5*s.*								
Rags			2*s.* 6*d.*								
Railway springs			2*s.* 11*d.*								
Rice			Do.								
Rosin			2*s.* 6*d.*								
Rottenstone			2*s.* 11*d.*								
Saltpetre			2*s.* 6*d.*								
Scrap steel			2*s.* 11*d.*								
Seal skins, *wet and salted*			Do.								
Seeds, *agricultural, at owner's risk.*			Do.								
Sheep skins, *in casks*			2*s.* 6*d.*								
Sheep wash, *in casks*			2*s.* 11*d.*								
Shovel moulds			Do.								
Shumac			Do.								
Silicate of soda			2*s.* 6*d.*								
Size, *in casks*			2*s.* 11*d.*								
Skins, *in casks*			2*s.* 6*d.*								
Slate slabs, *not in cases, at owner's risk.*			4*s.* 2*d.*								
Slate slabs, *in cases*			2*s.* 11*d.*								
Soap			Do.								
Spade trees			4*s.* 2*d.*								
Split peas			2*s.* 11*d.*								
Stannite of soda			2*s.* 6*d.*								
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*			2*s.* 11*d.*								
Stearine			Do.								
Steel, *blistered*			Do.								
Stone, *carved, for building purposes, at owner's risk.*			2*s.* 11*d.*								
Sugar (*raw or refined*), *in casks and bags.*			Do.								
Sulphate of alumina			Do.								
Sulphate of copper			Do.								
Sulphate of soda			Do.								
Sulphate of zinc			Do.								
Syrup			Do.								
Tallow			Do.								
Tar			2*s.* 6*d.*								
Terra japonica			2*s.* 11*d.*								
Tiles, *ornamental, encaustic, and tesselated.*			Do.								
Tiles, *roofing, ridge, paving (quarries), at company's risk.*			2*s.* 2*d.*	20 miles	One penny						
Tin, *in blocks, ingots, and boxes.*			2*s.* 11*d.*								
Treacle			Do.								
Turntables, *in parts*			Do.								
Valonia			Do.								
Vegetables, 1 *ton and under 3 tons, including all kinds, except as follows—*			4*s.* 2*d.*								
Vegetables, viz., carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			Do.								
Verjuice, *in casks*			2*s.* 11*d.*								
Vinegar, *in casks*			Do.								
Vitriol stone			2*s.* 6*d.*								
Washing powder and paste.			4*s.* 2*d.*								
Wood			2*s.* 11*d.*								
Wood acid, *in casks*			Do.								
Woods, viz.:—											
Boxwood			Do.								
Camwood			Do.								
Cedar			Do.								
Ebony			Do.								
Firewood, *prepared, less than 3 tons.*			Do.								
Lignum vitæ			Do.								
Lima wood			Do.								
Maple			Do.								
Nicaragua			Do.								
Rose wood			Do.								
Sapan wood			Do.								
Satin wood			Do.								
Snake wood			Do.								
Tulip wood			Do.								
Walnut wood			Do.								
Zebra wood			Do.								
Other furniture woods not specified.			Do.								
Zinc, *ingots, &c.*			Do.								
Zinc-white, or oxide of zinc.			Do.								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. d.	*s. d.*	*s. d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

The shortest distance on the railway.

The charges vary according to circumstances.

According to circumstances.

Yes.

It depends upon circumstances.

No.

The rates vary according to circumstances.

No.

The shortest distance on the railway.

The charges vary according to circumstances.

South-eastern Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, not including collection and delivery].

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates.	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.*			5*s.*								
Air stoves			Do.								
Albumen			2*s.* 11*d.*								
Ale and porter, *bottled, in cases, casks, and hampers.*			4*s.* 2*d.*								
Alkanet root			Do.								
Alizaine			Do.								
Aloes, *in casks*			Do.								
Alva marina or dry sea weed, *for upholsterers' purposes.*			Do.								
Annatto			Do.								
Archil			2*s.* 11*d.*								
Arrow root			4*s.* 2*d.*								
Arsenic			2*s.* 11*d.*								
Bacon and hams, *packed*			Do.								
Bagging			Do.								
Baking powder			4*s.* 2*d.*								
Bark, *tanners', loose*			2*s.* 11*d.*								
Bass mats			Do.								
Bedsteads, *common wood*			6*s.* 8*d.*								
Bedsteads, *iron, in cases or bundles.*			4*s.* 2*d.*								
Beef, *in casks*			2*s.* 11*d.*								
Besoms, *birch*			Do.								
Bichrome			2*s.* 6*d.*								
Biscuit			5*s.*								
Blacking			2*s.* 11*d.*								
Black lead			Do.								
Bladders, *in casks*			Do.								
Boilers, *under 1 ton in 1 waggon*			4*s.* 2*d.*								
Boilers, 30 *feet and under 45 feet.*		27. per truck.									
Bone flats			2*s.* 6*d.*								
Bones, *loose, other than for size or manure.*			Do.								
Boracic acid			2*s.* 11*d.*								
Borax			4*s.* 2*d.*								
Brass			Do.								
Brass *scrap*			2*s.* 11*d.*								
Brass wire			4*s.* 2*d.*								
Bread			5*s.*								
Bricks, *Bath or Flanders*			2*s.* 6*d.*								
Broom and mop handles			2*s.* 11*d.*								
Buckles, *brass*			4*s.* 2*d.*								
Bump			2*s.* 11*d.*								
Butter, *in casks*			Do.								
Butter, *in boxes*			4*s.* 2*d.*								
Camata			2*s.* 11*d.*								
Camatina			Do.								
Canary seed			Do.								
Candles, *except wax*			4*s.* 2*d.*								
Candlewick			Do.								
Canvas			2*s.* 11*d.*								
Cardamoms, *in casks*			4*s.* 2*d.*								
Carpeting			Do.								
Caraway seed			Do.								
Carriage and cart springs, axles, and steps.			2*s.* 11*d.*								
Catsup, *in casks*			Do.								
Chain harrows			Do.								
Chains and traces, *in casks.*			4*s.* 2*d.*								
Chains, *small, not exceeding ¾ inch loose.*			2*s.* 11*d.*								
Cheese, *packed*			Do.								
Chicory, *prepared*			4*s.* 2*d.*								
Chimney pots, *earthenware, at company's risk.*			2*s.* 11*d.*								
China, *in casks or crates*			6*s.* 8*d.*								
Chocolate			4*s.* 2*d.*								
Cider, *bottled, in cases, casks, or hampers.*			Do.								
Clod crushers			2*s.* 11*d.*								
Clover seed, *at company's risk.*			Do.								
Cocoa			4*s.* 2*d.*								
Cocoa nuts			Do.								
Codilla			2*s.* 11*d.*								
Coffee			4*s.* 2*d.*								
Confectionery, *in hogsheads.*			5*s.*								
Copper			4*s.* 2*d.*								
Copper coin			5*s.*								
Copper *scrap*			2*s.* 11*d.*								
Cordage			Do.								
Coriander seed			4*s.* 2*d.*								
Cotton twist			Do.								
Cotton waste			Do.								
Cranberries			5*s.*								
Cranework *of wood, and damageable iron, in parts.*			4*s.* 2*d.*								
Cremating			Do.								
Crucibles, *at owner's risk*			Do.								
Cudbear			Do.								
Currants, *grocers'*			2*s.* 11*d.*								
Dates			4*s.* 2*d.*								
Disinfecting fluid, *in casks or tins.*			Do.								
Drugs, *in casks or bales*			5*s.*								
Drysalteries, *not elsewhere specified, in casks.*			4*s.* 2*d.*								
Dyes, *liquid, in casks*			2*s.* 11*d.*								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. d.	*s. d.*	*s. d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

The shortest distance on the railway.

The charges vary according to circumstances.

According to circumstances.

Yes.

It depends upon circumstances.

No.

The rates vary according to circumstances.

No.

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates
Earthenware, *in casks and crates.*			2*s.* 6*d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Edge tools			4*s.* 2*d.*								
Eggs, *in crates or boxes*			5*s.*								
Emery			2*s.* 11*d.*								
Emery paper			Do.								
Engines, *steam, portable, weighing 3 tons and upwards.*			5*s.*								
Felspar			2*s.* 11*d.*								
Felt			4*s.* 2*d.*								
Figs			Do.								
Files			Do.								
Filters, stoneware			5*s.*								
Fire-clay ware, *at company's risk, viz.:*—											
Chimney cans, vent linings, and other fire-clay ware *unspecified.*			2*s.* 11*d.*								
Fire engines, *steam or otherwise, 3 tons or upwards.*			5*s.*								
Fish—*thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*			2*s.* 11*d.*								
Fish—shellfish, *at owner's risk:*—											
Cockles			Do.								
Limpets			Do.								
Mussels			Do.								
Periwinkles			Do.								
Whelks			Do.								
Flax			Do.								
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*			4*s.* 2*d.*								
Flax waste			2*s.* 11*d.*								
Flocks			4*s.* 2*d.*								
Forges, *portable*			Do.								
Frying pans			Do.								
Garancine			2*s.* 11*d.*								
Ginger			4*s.* 2*d.*								
Ginger beer			Do.								
Glass beads, *in casks or cases.*			2*s.* 11*d.*								
Glass, flint, *at sender's risk.*			6*s.* 8*d.*								
Glass, crown, *in boxes and crates, at sender's risk.*			5*s.*								
Glass, window and rough plate, *at sender's risk.*			Do.								
Glue			2*s.* 11*d.*								
Glue pieces, *dry*			Do.								
Goat's hair			4*s.* 2*d.*								
Granilla			2*s.* 11*d.*								
Granite, *polished and dressed, in cases.*			6*s.* 8*d.*								
Grapes, foreign, *as imported, at owner's risk.*			5*s.*								
Gums *of all sorts*			4*s.* 2*d.*								
Gun barrels, *rough*			2*s.* 11*d.*								
Gutta percha, *unmanufactured.*			Do.								
Hair, *plasterers'*			Do.								
Hammer heads			Do.								
Hammer shafts			Do.								
Hardware			4*s.* 2*d.*								
Hay, *hydraulic pressed*			2*s.* 6*d.*								
Hay—*station to station, at owner's risk*—30 *cwt. per waggon, minimum.*			2*s.* 11*d.*								
Hearth rugs			4*s.* 2*d.*								
Hemp			2*s.* 11*d.*								
Hemp seed			Do.								
Hemp warps, *packed*			4*s.* 2*d.*								
Hides, kips, and sheep skins, *green or market, at owner's risk.*			2*s.* 11*d.*								
Hoes			4*s.* 2*d.*								
Hogsheads, *not being returned empties.*			Do.								
Hoofs and horns, *cow and ox, loose.*			2*s.* 11*d.*								
Horn tips, *loose*			4*s.* 2*d.*								
Hurdles, *iron or wood*			2*s.* 11*d.*								
Ice, *loose*			5*s.*								
India-rubber			Do.								
Iron buckles			4*s.* 2*d.*								
Iron hinges			Do.								
Iron holloware, *in hogsheads.*			Do.								
Iron liquor			2*s.* 11*d.*								
Iron palisades			Do.								
Iron safes			5*s.*								
Iron screws			2*s.* 11*d.*								
Iron spoons			4*s.* 2*d.*								
Iron wire, *bright*			Do.								
Ivory black			Do.								
Japan and tinware, *in casks or cases.*			Do.								
Kelp			2*s.* 11*d.*								
Lac, *of all sorts*			4*s.* 2*d.*								
Lard, *in casks, boxes, and tins.*			2*s.* 11*d.*								
Lasts, *packed*			Do.								
Leather, *undressed*			Do.								
Lemonade			4*s.* 2*d.*								
Lemons			Do.								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. *d.*	*s.* *d.*	*s.* *d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 0	1 4	1 6

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
Lemon juice			2*s.* 11*d.*								
Lemon peel, *in casks*			4*s.* 2*d.*								
Locks			Do.								
Locomotive tubes			Do.								
Machinery, *heavy*			2*s.* 11*d.*								
Madders			Do.								
Malt crushers			4*s.* 2*d.*								
Marble, *in cases*			6*s.* 8*d.*								
Marble, *sawn into slabs, but cemented together.*			4*s.* 2*d.*								
Mastic			Do.								
Matches, *wood splints for, packed.*			2*s.* 11*d.*								
Matchetts			4*s.* 2*d.*								
Mats and matting (*except coooa nut matting*).			2*s.* 11*d.*								
Mexican fibre			Do.								
Millstones			Do.								
Mineral water, *in casks*			Do.								
Mohair			4*s.* 2*d.*								
Moss, *in bales*			2*s.* 11*d.*								
Mungo			Do.								
Munjeet			Do.								
Naphtha, *in casks or iron drums.*			4*s.* 2*d.*								
Netting, *fishing and garden, in bales.*			2*s.* 11*d.*								
Nickel			4*s.* 2*d.*								
Nuts			Do.								
Oakum			2*s.* 11*d.*								
Oils, *in casks and iron drums, not otherwise specified.*			4*s.* 2*d.*								
Old clothes			2*s.* 11*d.*								
Onions, *in brine, less than* 1 *ton.*			Do.								
Oranges			4*s.* 2*d.*								
Orchilla weed			2*s.* 11*d.*								
Osiers and twigs, *brown*			Do.								
Osnaburgs			Do.								
Oxalic acid			Do.								
Paints and colours, *in casks.*			Do.								
Palm leaves			Do.								
Paper hangings			Do.								
Pearl shells			5*s.*								
Pelts, *dry*			2*s.* 11*d.*								
Perry, *bottled, in cases, casks, or hampers.*			4*s.* 2*d.*								
Piassava			2*s.* 11*d.*								
Picker bends			Do.								
Pins, *metal, in boxes*			4*s.* 2*d.*								
Pipes, *empty, not being returned empties.*			Do.								
Pork, *in casks*			2*s.* 11*d.*								
Prussiate of potash			Do.								
Potatoes, *preserved*			Do.								
Powder, blue			4*s.* 2*d.*								
Printing machines, *at owner's risk.*			5*s.*								
Provisions, *salt*			2*s.* 11*d.*								
Prunes			4*s.* 2*d.*								
Puncheons, *new, empty*			Do.								
Quicks, shrubs, and trees			Do.								
Rabbit skins, *undressed*			2*s.* 11*d.*								
Raisins			4*s.* 2*d.*								
Ridges, *not declared at owner's risk*			2*s.* 6*d.*								
Ropes, *new*			2*s.* 11*d.*								
Ropes, wire			4*s.* 2*d.*								
Sad irons			Do.								
Safety boxes			Do.								
Safflower			Do.								
Sago			Do.								
Sal ammoniac			Do.								
Sand paper			2*s.* 11*d.*								
Sarsaparilla			5*s.*								
Sassafras			Do.								
Saws			4*s.* 2*d.*								
Screw jacks			2*s.* 11*d.*								
Screws			Do.								
Scythe stones, *loose, at owner's risk.*			4*s.* 2*d.*								
Scythe stones, *packed*			2*s.* 11*d.*								
Seeds, *agricultural, at company's risk.*			Do.								
Sheeps' guts, *in casks*			Do.								
Shoddy			Do.								
Shoe pegs			Do.								
Shot, *small, in bags*			4*s.* 2*d.*								
Signal posts, and materials belonging thereto, *not less than* 1 *ton per waggon.*			2*s.* 11*d.*								
Silk waste, *undressed*			6*s.* 8*d.*								
Sink traps			2*s.* 11*d.*								
Sizing			Do.								
Slates, *writing*			4*s.* 2*d.*								
Slate pencils			2*s.* 11*d.*								
Smalts			4*s.* 2*d.*								
Soda water			Do.								
Soldiers' clothing			Do.								
Spades and shovels, *iron*			Do.								
Spetches, *dry*			2*s.* 11*d.*								
Spirit of tar, *in casks or iron drums.*			4*s.* 2*d.*								
Starch			2*s.* 11*d.*								
Steam ploughs and machinery attached, *when weighing* 3 *tons or more.*			5*s.*								
Steel bars and bundles			2*s.* 11*d.*								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. d.	*s. d.*	*s. d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

The shortest distance on the railway.

The charges vary according to circumstances.

According to circumstances.

Yes.

It depends upon circumstances.

No.

The rates vary according to circumstances.

No.

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Stone blue Stone, *carved for builders' purposes, at company's risk.* Sugar, *lump, loose* Sugar mills Sugar moulds and pans Sugar of lead Tarpaulings Tartaric acid Terra-cotta casts Tincal Tinfoil Tin scrap Tinware, *in casks or cases* Tobacco, *leaf* Tow Trenails Turmeric Turpentine, *in casks* Twine Type, *old* Umbrella stretchers Varnish, *in casks and iron drums.* Vegetables, *above 3 and under 20 cwts., minimum charge, 3 cwts.* Vegetable ivory Vegetable wax Verdigris Vices Washers Weft, *cotton* Weighing machines, *small, at owner's risk.* Weighing machines, *large* Whetstones Window sashes and mouldings, *at owner's risk.* Wool Yarn, *coir or hemp* Yarn, *linen and cotton, packed.* Yeast, *in casks, ton lots* Yellow berries Zinc sheets	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles. *s. d.* / *s. d.* / *s. d.* 14 — 0 6 / 0 8 / 0 10 28 — 0 8 / 0 10 / 1 0 56 — 0 10 / 1 0 / 1 2 84 — 1 0 / 1 2 / 1 4 112 — 1 2 / 1 4 / 1 6	*4s. 2d.* *2s. 11d.* *4s. 2d.* Do. *2s. 11d.* Do. Do. Do. *5s.* *2s. 11d.* Do. Do. *4s. 2d.* Do. *2s. 11d.* *2s. 6d.* *4s. 2d.* Do. *2s. 11d.* Do. *4s. 2d.* Do. Do. Do. *2s. 11d.* Do. Do. Do. *5s.* *2s. 11d.* Do. *4s. 2d.* Do. Do. *5s.* *2s. 11d.* Do.	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, not including collection and delivery].

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *except clod crushers, and steam ploughs, at owner's risk.* Almonds, *in shell* Aloes, *in hampers or boxes.* Ammonia, *liquid, in carboys.* Angelica root Asparagus Bacon and hams, *loose* Bark, *Peruvian* Bees' wax Bellows Bells, *of all kinds* Black beer Blankets Blocks, *ships'* Blowing engines Boats or cobles, *minimum charge 1 ton per waggon.* Bobbins Boilers, 45 *feet and above* Books Boots and shoes (*including goloshes*), *in casks, cases, or boxes.* Bristles Brooms, broom heads, and brushes. Buckets and pails Buckram Butter, *in cool sand tubs* Buttons	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles. *s. d.* / *s. d.* / *s. d.* 14 — 0 6 / 0 8 / 0 10 28 — 0 8 / 0 10 / 1 0 56 — 0 10 / 1 0 / 1 2 84 — 1 0 / 1 2 / 1 4 112 — 1 2 / 1 4 / 1 6 *2l.* per truck. lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles. *s. d.* / *s. d.* / *s. d.* 14 — 0 6 / 0 8 / 0 10 28 — 0 8 / 0 10 / 1 0 56 — 0 10 / 1 0 / 1 2 84 — 1 0 / 1 2 / 1 4 112 — 1 2 / 1 4 / 1 6	*5s.* *4s. 2d.* Do. *5s.* Do. *6s. 8d.* *2s. 11d.* *5s.* *4s. 2d.* Do. *5s.* *4s. 2d.* *5s.* *2s. 11d.* *4s. 2d.* *5s.* *2s. 11d.* *5s.* Do. *4s. 2d.* Do. Do. *2s. 11d.* Do. *5s.* Do. Do. Do. *4s. 2d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded.	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these articles carried upon Toll, and, if so, at what Rates?
Cardamons, *in boxes or hampers.*			4*s.* 2*d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Cards and railway tickets			Do.								
Carpet bags - -			5*s.*								
Cassia lignea - -			Do.								
Castings, *at company's risk, not otherwise enumerated.*			4*s.* 2*d.*								
Castor oil, *in boxes, casks, or iron drums.*			Do.								
Cheese, *loose* - -			Do.								
Clocks, *American and Dutch.*			5*s.*								
Clogs, *in casks, cases, or boxes.*			2*s.* 11*d.*								
Combs - - -			5*s.*								
Confectionery, *in boxes or cases.*			Do.								
Conservatories and hot-houses, *in parts, at owner's risk.*			Do.								
Copper boilers - -			4*s.* 2*d.*								
Copper rollers - -			Do.								
Cordials and sweets, *in casks or hampers.*			Do.								
Corkwood - - -			Do.								
Cotton slops, *in bales* -			Do.								
Cotton stays, *in cases* -			Do.								
Cotton warps, *in bundles*			Do.								
Cowries - - -			Do.								
Crinoline steel - -			Do.								
Crucibles - - -			Do.								
Cutlery - - -			5*s.*								
Drugs, *in boxes or hampers.*			Do.								
Drysalteries, *in boxes or hampers, and not otherwise specified.*			4*s.* 2*d.*								
Fenders, *at owner's risk*			Do.								
Fire engines, *steam or otherwise, 1 ton and under 3 tons.*			5*s.*								
Fire escapes, *minimum of 1 ton per waggon.*			Do.								
Fire irons - - -			4*s.* 2*d.*								
Fish, viz.:—			6*s.* 8*d.*								
Herrings and sprats in any state not otherwise named.			4*s.* 2*d.*								
Kippered salmon. All other fish partially cured, smoked, or dried.											
Shellfish, say—			2*s.* 11*d.*								
Cockles - -			Do.								
Limpets - -			Do.								
Mussels - -			Do.								
Periwinkles, and -			Do.								
Whelks, *at company's risk.*			Do.								
Oysters - -			Do.								
Flannel - - -			5*s.*								
Floor cloth, *not exceeding 10 feet in length.*			4*s.* 2*d.*								
French plums - -			Do.								
Fruit, *ripe* - -			5*s.*								
Fur off rabbit skins -			6*s.* 8*d.*								
Galls - - -			2*s.* 11*d.*								
Gas and water meters -			4*s.* 2*d.*								
Gelatine - - -			Do.								
Glass, *flint and rough plate* - - -			6*s.* 8*d.*								
Glass retorts - -			4*s.* 2*d.*								
Goods, *heavy, not specified.*			Do.								
Grates, *polished, at owner's risk.*			5*s.*								
Grates, *common* - -			Do.								
Groceries, *mixed packages.*			6*s.* 8*d.*								
Guns and pistols - -			5*s.*								
Gutta percha, *manufactured.*			Do.								
Hair, *upholsterers'* -			4*s.* 2*d.*								
Harness - - -			5*s.*								
Hatters' wool - -			Do.								
Hides, kips, and sheepskins, *dry, loose.*			2*s.* 11*d.*								
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			Do.								
Honey - - -			5*s.*								
Hops - - -			Do.								
Hosiery - - -			Do.								
India rubber goods -			Do.								
Indigo - - -			6*s.* 8*d.*								
Ink, printers' - -			4*s.* 2*d.*								
Iron girders, *exceeding 15 feet in length.*			Do.								
Iron pots, *loose* - -			Do.								
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			Do.								
Iron spoutings and connexions, *at company's risk.*			5*s.*								
Iron trays - - -			4*s.* 2*d.*								
Iron wire fencing -			Do.								
Japan and tin ware, *in hampers or crates.*			Do.								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. d.	*s. d.*	*s. d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Joiners' work, *not elsewhere specified.*			5*s.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Kamptulicon			Do.								
Knife cleaners			4*s.* 2*d.*								
Lamp black			Do.								
Lard, *in casks and tubs*			2*s.* 11*d.*								
Leather, *dressed*			4*s.* 2*d.*								
Linens, *in bales, boxes, cases, packs, and trusses.*			5*s.*								
Liquorice			4*s.* 2*d.*								
Lithographic stones, *at owner's risk.*			5*s.*								
Looms, *at owner's risk*			4*s.* 2*d.*								
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			5*s.*								
Mangles, *at owner's risk*			Do.								
Mattresses (*when not as household furniture*).			6*s.* 8*d.*								
Meats, *preserved*			5*s.*								
Mineral water, *in boxes or hampers.*			4*s.* 2*d.*								
Muskets, *in cases*			5*s.*								
Mustard			4*s.* 2*d.*								
Nails, *copper and brass*			Do.								
Oil and varnish, *in basketed tins.*			5*s.*								
Oilcloth table covers			4*s.* 2*d.*								
Organs, and organ work, *loose, at owner's risk.*			6*s.* 8*d.*								
Osiers and twigs, *white*			4*s.* 2*d.*								
Ovens, *common*			5*s.*								
Paints and colours, *in hampers and boxes.*			4*s.* 2*d.*								
Paper, *fine, writing, blotting, tissue, and fancy.*			Do.								
Pens, *steel, from makers*			5*s.*								
Pepper			4*s.* 2*d.*								
Phosphorus, *in tins, hermetically sealed.*	5*s.*	5*s.*	13*s.* 4*d.*								
Pickles			5*s.*								
Pimento			4*s.* 2*d.*								
Plumbago			2*s.* 11*d.*								
Rabbit skins, *dressed*			4*s.* 2*d.*								
Reeds and rushes, *packed*			Do.								
Refiners' sweepings			2*s.* 6*d.*								
Rugs, *woollen*			4*s.* 2*d.*								
Saddlers' ironmongery			Do.								
Saddlery			5*s.*								
Ships' sails			4*s.* 2*d.*								
Sardines			5*s.*								
Scales and scale beams			Do.								
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			Do.								
Scythes			4*s.* 2*d.*								
Seal skins, *dry*			Do.								
Shells, *in cases or casks*			5*s.*								
Sickles			4*s.* 2*d.*								
Silver ore	Special.		6*s.* 8*d.*								
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			4*s.* 2*d.*								
Slate slabs, *not in cases, at company's risk.*			5*s.*								
Smallwares			6*s.* 8*d.*								
Snuff			5*s.*								
Scented soap			4*s.* 2*d.*								
Spanish juice			5*s.*								
Spermaceti, *in boxes*			Do.								
Stags' horns			4*s.* 2*d.*								
Stationery, *general*			5*s.*								
Steam engines, *portable, under 3 tons.*			Do.								
Sugar candy			4*s.* 2*d.*								
Tacks			5*s.*								
Tapes			4*s.* 2*d.*								
Tapioca			5*s.*								
Tea			5*s.*								
Tents or marquees, *minimum 1 ton per waggon, where more than one used.*			Do.								
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*			Do.								
Thread, *cotton and linen*			Do.								
Tobacco, *manufactured*			Do.								
Tonquin beans			Do.								
Toys *of all kinds, in cases*			Do.								
Turnery ware			Do.								
Turpentine, *in basketed tins.*			Do.								
Ultramarine			Do.								
Umbrellas			Do.								
Vegetables, *in lots of 3 cwts., or under.*			4*s.* 2*d.*								
Veneers			Do.								
Venetian blinds			5*s.*								
Vinegar, *in casks*			Do.								
Wadding			Do.								
Washing and wringing machines, *at owner's risk.*			6*s.* 8*d.*								
Watch glasses			Do.								
Whalebone			4*s.* 2*d.*								
Wheels, *coach and carriage, at owner's risk.*			5*s.*								
Window frames, *cast iron*			4*s.* 2*d.*								

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. *d.*	*s.* *d.*	*s.* *d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. *d.*	*s.* *d.*	*s.* *d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

lbs.	Up to 25 Miles.	Up to 46 Miles.	Above 46 Miles.
	s. *d.*	*s.* *d.*	*s.* *d.*
14	0 6	0 8	0 10
28	0 8	0 10	1 0
56	0 10	1 0	1 2
84	1 0	1 2	1 4
112	1 2	1 4	1 6

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Wines and spirits, *in casks.* Wines and spirits, *in cases.* Wines, British, *in casks or hampers.* Yarn, *linen and cotton, loose.* Yarn, *packed in cans* Yarn, *woollen and worsted.*	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles. 14 — 0 6 — 0 8 — 0 10 28 — 0 8 — 0 10 — 1 0 56 — 0 10 — 1 0 — 1 2 84 — 1 0 — 1 2 — 1 4 112 — 1 2 — 1 4 — 1 6		4*s.* 2*d.* 5*s.* 4*s.* 2*d.* Do. Do. Do.	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, not including collection and delivery].

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetic acid, *in carboys* Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).* Alabaster ornaments and figures, *packed, at owner's risk.* Almonds, *not in shell* Anchovies Balloons, *at owner's risk* Barèges Baskets Bent wood Bonnet fronts, *at owner's risk.* Book muslin Boothing or stalling Boots and shoes (*including goloshes*) *in hampers.* Bottles, *white glass* Bradford stuff goods Brass pipes Brass tubing (*except locomotive tubes*). Britannia metal goods Bronze powder Busks, *wooden* Butter, *in crocks* Calenders Candles, *wax* Canes and rattans, *loose* Carboys, *new, empty, glass.* Cards for carding machines, *in boxes only.* Carriage bodies, *unfinished* (*minimum 5 cwts*). Catsup, *in bottles* Cheese presses Chimney pots, *zinc* Churns Clogs, *in hampers* Cloth caps Coach trimmings Cobalt Cochineal Coffins, *metallic* Conservatories and hothouses, *in parts.* Copper pipes Copper tubing (*except locomotive tubes*). Copying presses Corks and bungs Drapery Dyes, *liquid, in hampers or boxes.* Fenders, *at company's risk.* Fire-clay ware, vases, and other ornamental productions. Fish, *salmon, in boxes, prawns and shrimps.* Floor cloth, *exceeding 10 feet long, in case.* Flower roots, *bulbous* Garden plants, *in baskets, mats, or pots.* Garden seats Garden seeds Gilt mouldings, *in cases* Ginger, *preserved*	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles. 14 — 0 6 — 0 8 — 0 10 28 — 0 8 — 0 10 — 1 0 56 — 0 10 — 1 0 — 1 2 84 — 1 0 — 1 2 — 1 4 112 — 1 2 — 1 4 — 1 6	5*s.* Do. 13*s.* 4*d.* 4*s.* 2*d.* Do. Do. Do. 6*s.* 8*d.* 2*s.* 11*d.* 6*s.* 8*d.* 5*s.* Do. Do. 2*s.* 11*d.* 5*s.* Do. Do. Do. Do. 2*s.* 11*d.* 4*s.* 2*d.* Do. Do. 5*s.* Do. 2*s.* 11*d.* 5*s.* Do. Do. 6*s.* 8*d.* 5*s.* Do. Do. Do. Do. Do. 4*s.* 2*d.* 5*s.* 6*s.* 8*d.* 4*s.* 2*d.* 5*s.* Do. Do. Do. 6*s.* 8*d.* 5*s.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.

South-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Glass, *crown and window*			5*s.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No
Goods, *light, not specified*			6*s.* 8*d.*								
Granite, *polished and dressed, in slabs.*			Do.								
Grapes			5*s.*								
Grates, *polished, at company's risk.*			Do.								
Gravestones			Do.								
Handmills			Do.								
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*			2*s.* 11*d.*								
Hay rakes and forks, *in bundles.*			5*s.*								
Indigo, extract of			6*s.* 8*d.*								
Ink, *in jars or bottles*			4*s.* 2*d.*								
Isinglass			5*s.*								
Juniper berries			4*s.* 2*d.*								
Lamps			6*s.* 8*d.*								
Lard, *in crocks*			2*s.* 11*d.*								
Lint			5*s.*								
Lithographic stones, *at company's risk.*			Do.								
Looms, *at company's risk*			4*s.* 2*d.*								
Luggage, *trunks, &c.*			6*s.* 8*d.*								
Macaroni			5*s.*								
Machinery, *light*			4*s.* 2*d.*								
Mangles, *at company's risk.*			5*s.*								
Marble, *in slabs*			6*s.* 8*d.*								
Meats, *fresh*			5*s.*								
Merinoes			5*s.*								
Mistletoe			4*s.* 2*d.*								
Naphtha, *in tins*			6*s.* 8*d.*								
Needles, *in boxes*			5*s.*								
Nutmegs			Do.								
Oils *in cans*			Do.								
Oils, *in jars, and boxes (except castor oil).*			6*s.* 8*d.*								
Organs and organ work, *in cases.*			Do.								
Paper trays			Do.								
Patterns (*travellers'*)			Do.								
Picture frames			Do.								
Pipes, *smoking*			5*s.*								
Plated goods			6*s.* 8*d.*								
Poppyheads			5*s.*								
Poultry, *dead*			Do.								
Printing machines, *at company's risk.*			Do.								
Quicksilver			6*s.* 8*d.*								
Quills			Do.								
Rabbits			5*s.*								
Railway carriages, *new, in cases.*			Do.								
Reeds and rushes, *loose*			Do.								
Shafts, *gig*			Do.								
Spades and shovels, *wooden.*			Do.								
Silk waste, *dressed or spun.*			6*s.* 8*d.*								
Spindles			4*s.* 2*d.*								
Spirit of tar, *in tins*			6*s.* 8*d.*								
Sponge, *in bales*			Do.								
Sticks			5*s.*								
Straw, *minimum charge 20 cwts. per waggon.*			4*s.* 2*d.*								
Straw plait			6*s.* 8*d.*								
Stucco figures, *packed, at owner's risk.*			13*s.* 4*d.*								
Tamarinds			5*s.*								
Tarlatans			Do.								
Teazles, *imported, packed*			2*s.* 11*d.*								
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*			5*s.*								
Tongues, *animal*			Do.								
Turpentine, *in cans, jars, and boxes.*			Do.								
Type, *new*			Do.								
Upholsterers' trimmings			Do.								
Varnish, *in tins*			Do.								
Vermicelli			Do.								
Vinegar, *in carboys*			Do.								
Washing and wringing machines, *at company's risk.*			6*s.* 8*d.*								
Wearing apparel and household linen.			Do.								
Weighing machines, *small*			5*s.*								
Wheels, *coach and carriage wheels, at company's risk.*			Do.								
Window sashes and mouldings, *at company's risk.*			Do.								
Wines and spirits, *in hampers.*			4*s.* 2*d.*								
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			Do.								
Wood acid, *in carboys*			5*s.*								
Wood patterns, *for castings.*			Do.								
Woollen and worsted goods, not elsewhere specified.			Do.								
Yeast, *small lots*			Do.								
Yeast, *German*			Do.								
Zaffers			Do.								

lbs.	Up to 25 Miles.		Up to 46 Miles.		Above 46 iles.	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*
14	0	6	0	8	0	10
28	0	8	0	10	1	0
56	0	10	1	0	1	2
84	1	0	1	2	1	4
112	1	2	1	4	1	6

South-eastern Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, not including collection and delivery].

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
Alabaster ornaments and figures, *at company's risk.*	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles.		13*s.* 4*d.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Aluminium		*s. d.* / *s. d.* / *s. d.*	6*s.* 8*d.*								
Amber	14	0 6 / 0 8 / 0 10	Do.								
Basket carriage and gig bodies, *at owner's risk.*	28	0 8 / 0 10 / 1 0	Do.								
	56	0 10 / 1 0 / 1 2									
	84	1 0 / 1 2 / 1 4									
	112	1 2 / 1 4 / 1 6									
Bath chairs, *packed, at owner's risk.*	Special.										
Billiard tables, slate beds of.			6*s.* 8*d.*								
Bonnet fronts, *at company's risk.*			Do.								
Bonnet shapes			4*s.* 2*d.*								
Bonnets			6*s.* 8*d.*								
Chairs, *new, Windsor, and common.*			Do.								
China, *in boxes*			Do.								
Cigars			Do.								
Cinnamon			5*s.*								
Clocks, *English and French.*			6*s.* 8*d.*								
Cornice poles			Do.								
Crape			5*s.*								
Crinolines			6*s.* 8*d.*								
Chandeliers and gasoliers			13*s.* 4*d.*								
Elephant's teeth			6*s.* 8*d.*								
Embroidery			Do.								
Engravings			Do.								
Feathers			Do.								
Fish, fresh, *all sorts, not otherwise specified.*			Do.								
Fish, shell, *crabs and lobsters.*			Do.								
Furniture, *packed in cases and frames.*			13*s.* 4*d.*								
Furniture, *in mats or loose, at owner's risk.*			Do.								
Furs	lbs. / Up to 25 Miles. / Up to 46 Miles. / Above 46 Miles.		6*s.* 8*d.*								
Game			Do.								
Glass, *plate, and shades, at owner's risk.*		*s. d.* / *s. d.* / *s. d.*	Do.								
Glass, stained	14	0 6 / 0 8 / 0 10	13*s.* 4*d.*								
Gloves	28	0 8 / 0 10 / 1 0	6*s.* 8*d.*								
Hats, *of all kinds*	56	0 10 / 1 0 / 1 2	Do.								
Ivory	84	1 0 / 1 2 / 1 4	Do.								
Lace	112	1 2 / 1 4 / 1 6	Do.								
Millinery			Do.								
Mirrors, *at owner's risk*			13*s.* 4*d.*								
Mushrooms			6*s.* 8*d.*								
Musical instruments			13*s.* 4*d.*								
Organs and organ work, *loose, at company's risk.*			6*s.* 8*d.*								
Papier maché goods, *except trays.*			Do.								
Parchment			Do.								
Perambulators, *in cases, crates, and boxes.*			Do.								
Perfumery			Do.								
Pianos, *packed*			13*s.* 4*d.*								
Pictures			Do.								
Poultry, *alive*			6*s.* 8*d.*								
Ribbons			Do.								
Sewing machines			Do.								
Silk, *manufactured*			Do.								
Silk, *raw*			Do.								
Sponge, Turkey, *in cases*			Do.								
Stucco figures, *packed, at company's risk.*			13*s.* 4*d.*								
Teazles			2*s.* 11*d.*								
Tin ware, *loose*			6*s.* 8*d.*								
Tortoise shell			Do.								
Turtle			Do.								
Velvet, *silk*			Do.								
Ventilators			5*s.*								
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*			Do.								

South-eastern Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, [station to station, not including collection and delivery].

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids, and other highly corrosive articles.	2*s.* 6*d.*	2*s.* 6*d.*	10*s.*	The shortest distance on the railway.	The charges vary according to circumstances.	According to circumstances.	Yes.	It depends upon circumstances.	No.	The rates vary according to circumstances.	No.
Basket carriage bodies, *at company's risk.*	1*s.* 8*d.*	1*s.* 8*d.*	6*s.* 8*d.*	Do.	Do.						
Bath chairs - -		Special.		Do.	Do.						
Caravans, *showmen's and others.*	5*s.*	5*s.*	5*s.*	Do.	Do.						
Carriage bodies, *finished, in cases.*	1*s.* 8*d.*	1*s.* 8*d.*	6*s.* 8*d.*	Do.	Do.						
Railway carriages, on their own wheels.	6*d.* per carriage per mile.		Minimum, 20*s.*								
Boilers, of unusual dimensions.	2*l.* per truck.			Shortest distance on the railway.	The charges vary according to circumstances.						
Contractors' waggons and materials (*excepting rails and chairs*).	—	—	5*s.*	20 miles.	Special.						
Furniture, *in mats or loose.*	1*s.* 2*d.*	1*s.* 2*d.*	13*s.* 4*d.*	The shortest distance on the railway.	The charges vary according to circumstances.						
Furniture, *in vans, carts, or frames.*	6*s.* 8*d.*	6*s.* 8*d.*	6*s.* 8*d.*	Do.	Do.						
Forgings or castings, above 6 tons.	—	—	4*s.* 2*d.*	Do.	Do.						
Gunpowder - -	5*s.*	5*s.*	13*s.* 4*d.*	Do.	Do.						
Lucifer matches, and other inflammable articles.	5*s.*	5*s.*	13*s.* 4*d.*	Do.	Do.						
Locomotive engines and tenders, on their own wheels.	—	—	5*s.*	30 miles.	2*d.*						
Petroleum and photogenic oil, *in casks*	1*s.* 2*d.*	1*s.* 2*d.*	4*s.* 2*d.*	The shortest distance on the railway.	The charges vary according to circumstances.						
Railway waggons -	4*d.* per waggon per mile.		Minimum, 5*s.*								
Statuary - - -	lbs. / Up to 25 Miles. / Up to 40 Miles. / Above 40 Miles.		13*s.* 4*d.*								
Small parcels - -	14: 0 6 / 0 8 / 0 10			The shortest distance on the railway.	The charges vary according to circumstances.						
	28: 0 8 / 0 10 / 1 0										
	56: 0 10 / 1 0 / 1 2										
	84: 1 0 / 1 2 / 1 4										
	112: 1 2 / 1 4 / 1 6										
Returned empty packages.	Nominal rates depending upon circumstances.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, generally so.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Generally two days or thereabouts.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — It depends upon circumstances.

9. What charge for warehousing is made after the period has expired? — Ditto.

10. What charge do you make for demurrage of waggons? — 3*s.* or 5*s.* per waggon per day according to circumstances.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We do in most cases.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes; our junctions with other lines are all stations.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The waggons run through whenever practicable, although the charges may not always be made throughout.

South-eastern Railway.—Inquiry No. 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	
a. Is the charge based on a minimum annual payment, or on the quantity carried?	Generally on the quantity carried.
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Yes.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes; generally by the shortest route.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes, as a rule.
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

Thames and Medway Canal	39 & 40 Geo. III. [c. 23. 1800.]
" " "	58 Geo. III. c. 18. [1818.]
Canterbury and Whitstable	6 Geo. IV. c. 120. [1825.]
" " "	7 & 8 Geo. IV. c. [11. 1827.]
" " "	9 Geo. IV. c. 29. [1828.] Power to let tolls.
London and Greenwich	3 [& 4] Wm. IV. c. 46. [1833.]
Canterbury and Whitstable	5 & 6 Wm. IV. c. 82. [1835.]
Main line	6 [& 7] Wm. IV. c. 75. [1836.]
London and Greenwich	7 Wm. IV. c. 50. [1837.] Separate account of tolls to be kept.
Main line	1 Vict. c. 93. [1837.]
London and Greenwich	1 [& 2] Vict. c. 4. [1838.] As to Deptford Creek tolls.
" " "	2 [& 3] Vict. c. 19. [1839.]
Main line	2 & 3 Vict. c. [42. 1839.]
"	2 & 3 Vict. c. 79. [1839.] As to division of tolls on portion of Brighton line authorized to be purchased.
London and Greenwich	3 & 4 Vict. c. 127. [1840.]
Main line	6 & 7 Vict. c. 51. [1843.]
Paddock Wood to Maidstone	6 & 7 Vict. c. 52. [1843.]
Bricklayers Arms Branch	6 & 7 Vict. c. 62. [1843.]
Ashford, Canterbury, and Ramsgate	7 [& 8] Vict. c. 25. [1844.] Power to lease Whitstable Railway.
Folkestone Branch and Maidstone	7 & 8 Vict. c. 69. [1844.]
Brighton, Lewes, and Hastings	7 & 8 Vict. c. 91. [1844.] The tolls authorized to be taken by this Act are directed, by 8 & 9 Vict. c. 200, to be taken of the Ashford and Hastings branch.
London and Greenwich (leasing powers)	8 & 9 Vict. c. 80. [1845.]
Tunbridge Wells	8 & 9 Vict. c. 167. [1845.]
Thames and Medway Canal Company	8 & 9 Vict. c. 168. [1845.]
Greenwich Widening	8 & 9 Vict. c. 186. [1845.] As to tolls payable by Croydon Company.
Croydon and Greenwich	8 & 9 Vict. c. 196. [1845.] City coal dues.
Canterbury, Ramsgate, and Margate, and Deal Branch, and purchase of Whitstable Railway	8 & 9 Vict. c. 197. [1845.]
Ashford and Hastings	8 & 9 Vict. c. 200. [1845.] Tolls authorized by 7 & 8 Vict. c. 91. to be taken on this line.
Rye Harbour	9 [& 10] Vict. c. 55. [1846.]
Tunbridge Wells and Hastings	9 [& 10] Vict. c. 64. [1846.]
Reading, Guildford, and Reigate	9 & 10 Vict. c. 171. [1846.]
Woolwich and Gravesend	9 & 10 Vict. c. 305. [1846.]
Gravesend and Rochester	9 & 10 Vict. c. 339. [1846.]
Bricklayers Arms (junction North Kent and Greenwich	10 & 11 Vict. c. 104. [1847.]
Greenwich Widening and Station	10 & 11 Vict. c. 230. [1847.]
Reading, Guildford, and Reigate	10 & 11 Vict. c. 241. [1847.]
Reading, Guildford, and Reigate	12 & 13 Vict. c. 28. [1849.]
Mayfield Railway (line not made)	14 [& 15] Vict. c. 35. [1851.]
Reading, Guildford, Reigate Amalgamation	15 [& 16] Vict. c. 103. [1852.]
Canterbury and Whitstable Amalgamation	16 & 17 Vict. c. 156. [1853.] And as to steam packets.
Strood to Maidstone	16 & 17 Vict. c. 130. [1853.]
Steam Vessels	25 [& 26] Vict. c. 191. [1862.]
Tunbridge and Dartford Lines	25 & 26 Vict. c. 96. [1862.]
Charing Cross Act, 1859	22 & 23 Vict. c. 81. [1859.]
Hungerford and Charing Cross Bridge Act, 1860	23 & 24 Vict. c. 147. [1860.]
Charing Cross City Terminus	24 & 25 Vict. c. 93. [1861.]
Charing Cross (Amalgamation)	26 & 27 Vict. c. 115. 1863.
Caterham (Brighton Company)	17 [& 18] Vict. c. 68. [1854.]
Caterham (Amalgamation)	22 & 23 Vict. c. 35. [1859.]
Staines, Wokingham, and Woking	16 & 17 Vict. c. 85. [1853.] Company to pay tolls for use of part of Reading branch.
S. E. R. Reading Extension	[16 & 17 Vict.] c. 121. [1853.]
Staines, &c.	18 & 19 Vict. c. 139. [1855.] Company to pay tolls for use of Reading branch.
Reading Railways Junction	20 & 21 Vict. c. 96. 1857. S. E. R. to pay tolls for use of railways.

South-eastern Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.*

Give the following information in reference to the lines included in your former Returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	2·51	3·72	1·85	2·80	—	—	2·05	3·06	1·46	2·18	0·87	1·24	0·87	—
Ruling decimal of S.E.R. fares in general.	2·75	4·12	2·00	3·00	—	—	2·50	3·74	1·75	2·62	0·95	1·42	0·95	—
Highest - - -	2·75	4·18	2·08	3·12	—	—	2·50	3·80	1·80	1·33	0·97	0·82	0·82	—
Lowest - - -	1·51	2·32	1·04	1·62	0·64	0·90	1·04	1·66	0·76	1·10	0·49	0·98	0·49	—
Maximum fares allowed by Act of Parliament.	Main line 3½*d.* in each class.						Reading and Reigate 2½*d.* in each class.							
Tunbridge Wells and Hastings, North Kent, &c.			3*d.*		2*d.*		1*d.*							

Places between which the Highest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

Stations.	Name of Railway.	Distance.	Single Journey Fares.					Return Ticket Fares.					Decimal per Mile. Single.					Decimal per Mile. Return.				
			1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.
London and—			*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*										
Red Hill - -	South-Eastern.	23	5 0	4 0	4 0	3 0	1 10	7 6	6 0	6 0	4 6	2 9	2·60	2·08	2·08	1·56	0·95	3·90	3·12	3·12	2·34	1·42
Tunbridge Wells	Do.	48	11 0	8 4	10 0	7 3	3 11	16 9	12 0	15 3	10 8	6 0	2·75	2·08	2·50	1·81	0·97	4·18	3·00	3·80	2·66	1·50
Folkestone - -	Do.	84	19 0	13 0	17 6	12 0	6 6	28 6	21 0	26 6	18 6	11 6	2·71	1·85	2·50	1·71	0·92	4·06	3·00	3·78	2·64	1·64
Tunbridge - -	Do.	43	10 0	7 2	9 0	6 4	3 6	15 0	10 9	13 6	9 6	5 4	2·79	2·00	2·51	1·76	0·97	4·18	3·00	3·76	2·64	1·48
Hastings - -	Do.	76	15 6	13 0	13 0	9 6	6 0	22 6	18 6	19 0	14 0	8 6	2·44	2·05	2·05	1·50	0·94	3·54	2·92	3·00	2·20	1·24
Dover - -	Do.	90	19 0	13 0	17 6	12 0	6 6	28 6	21 0	26 6	18 6	11 6	2·53	1·73	2·33	1·60	0·86	3·80	2·80	3·52	2·46	1·52

Places between which the Lowest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

Stations.	Name of Railway.	Distance.	Single Journey Fares.					Return Ticket Fares.					Decimal per Mile. Single.					Decimal per Mile. Return.				
			1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.	1 Exp.	2 Exp.	1 Cl.	2 Cl.	3 Cl.
London and—			*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*										
Margate - -	South-Eastern.	103	13 0	9 0	13 0	9 0	5 6	20 0	14 0	20 0	14 0	8 6	1·51	1·04	1·51	1·04	0·64	2·32	1·62	2·32	1·62	0·98
Farnboro' - -	Do.	54	—	—	5 0	3 6	2 6	—	—	7 6	5 0	—	—	—	1·11	0·77	0·55	—	—	1·66	1·10	—
Wokingham -	Do.	63	—	—	5 6	4 0	2 7	—	—	9 0	6 6	—	—	—	1·04	0·76	0·49	—	—	1·70	1·22	—
Reading - -	Do.	69	—	—	6 4	4 9	3 0	—	—	11 8	8 3	—	—	—	1·10	0·82	0·52	—	—	2·02	1·42	—
Gravesend - -	Do.	26	—	—	3 6	2 8	2 0	—	—	4 6	3 6	2 9	—	—	1·61	1·23	0·92	—	—	2·06	1·60	1·26
Farnboro', Cheap	Do.	54	—	—	4 0	3 0	—	—	—	6 0	4 6	—	—	—	0·88	0·66	—	—	—	1·32	1·00	—
Gravesend, Cheap	Do.	26	—	—	2 0	1 6	1 0	—	—	2 6	2 0	1 6	—	—	0·92	0·69	0·46	—	—	1·14	0·92	0·68

Are market tickets issued? If so, between what places, and at what proportion of the single fares?—Market tickets are not issued. Some few extra trains are run, and the ordinary fares charged.

Give the average speeds of trains as follows:—

	Miles.
Mail trains, including stoppages - - - - - -	44·87 per hour.
Average speed of express trains, including stoppages - - -	35·23 „ „
„ „ Ordinary passenger trains „ - - - -	27·77 „ „
„ „ Parliamentary „ „ „ - - - -	23·33 „ „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

Stations.	Fares. 2nd Class.	Fares. 3rd Class.	Decimal per Mile. 2nd Class.	Decimal per Mile. 3rd Class.	Number of Trains.	Speed per Hour.	Passengers per Train. Sundays. 2nd Class.	Passengers per Train. Sundays. 3rd Class.	Passengers per Train. Mondays. 2nd Class.	Passengers per Train. Mondays. 3rd Class.
	s. d.	*s. d.*								
Margate - - -	5 6	3 6	0·32	0·20	1	30·00	31	559	11	281
Dover - - -	5 6	3 6	0·36	0·23	1	30·25	20	405	20	263
Hastings - - -	5 6	3 6	0·43	0·27	2	30·00	1st train. 11 2nd train. 18	212 321	33	556

* The "return" fares per mile in these tables were given by the Company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.

South-eastern Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Weight.	Not exceeding 21 Miles.		Not exceeding 46 Miles.		Exceeding 46 Miles.	
	Rates by Passenger and Express Trains.	Van Rates.	Rates by Passenger and Express Trains.	Van Rates.	Rates by Passenger and Express Trains.	Van Rates.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Parcels not exceeding 1 lb. -	0 6	0 6	0 6	0 6	0 6	0 6
„ 3 „ -	0 6	0 6	0 6	0 6	0 8	0 6
„ 6 „ -	0 6	0 6	0 8	0 6	0 10	0 7
„ 10 „ -	0 7	0 6	0 10	0 7	1 2	0 10
„ 14 „ -	0 8	0 6	1 0	0 8	1 4	0 11
„ 28 „ -	1 0	0 8	1 6	1 0	1 9	1 2
„ 32 „ -	1 1	0 9	1 7	1 1	2 0	1 4
„ 36 „ -	1 2	0 10	1 8	1 2	2 2	1 6
„ 40 „ -	1 2	0 10	1 9	1 2	2 4	1 7
„ 44 „ -	1 3	0 10	1 10	1 3	2 6	1 8
„ 48 „ -	1 4	0 11	1 11	1 4	2 8	1 10
„ 52 „ -	1 4	0 11	2 0	1 4	3 0	2 0
„ 56 „ -	1 5	1 0	2 1	1 5	3 2	2 2

Reading Branch.

Parcels not exceeding	Under 40 Miles.		Over 40 Miles.	
	Rates by Passenger and Express Trains.	Van Rates.	Rates by Passenger and Express Trains.	Van Rates.
	s. d.	*s. d.*	*s. d.*	*s. d.*
4 lbs. -	0 6	0 4	0 6	0 4
7 „ -	0 6	0 4	0 7	0 4
12 „ -	0 8	0 5	0 8	0 6
16 „ -	0 9	0 7	0 9	0 7
	and 1*d.* extra for every 7 lbs. or part of 7 lbs.		and 1*d.* extra for every 4 lbs. or part of 4 lbs.	

North and Mid Kent Lines.

Parcels not exceeding	Under 31 Miles.	
	Rates by Passenger and Express Trains.	Van Rates.
	s. d.	*s. d.*
4 lbs. -	0 4	0 4
7 „ -	0 6	0 4
14 „ -	0 7	0 5
21 „ -	0 8	0 6
	For every additional 7 lbs. up to 112 lbs. 1*d.*	

Greenwich Line.

Between London and any station on the branch up to 7 lbs., 4*d.*; 7 to 14 lbs., 6*d.*; 14 to 28 lbs., 8*d.* Every additional 14 lbs. 2*d.*

Exceptions.

London and Croydon and Red Hill.

	s. d.
Parcels under 7 lbs. - -	0 4
„ 14 „ - -	0 6
„ 28 „ - -	0 8
„ 56 „ - -	1 0
„ 84 „ - -	1 4
„ 112 „ - -	1 8

And 4*d.* extra for every additional 28 lbs. or part of 28 lbs.

London and Croydon and St. Leonards and Hastings.

	s. d.
Parcels under 7 lbs. - -	0 6
„ 14 „ - -	0 9
„ 28 „ - -	1 0
„ 56 „ - -	1 6
„ 84 „ - -	2 0
„ 112 „ - -	2 6

For any additional 28 lbs. 6*d.*

Goods and Packages of Light Weight.

(*By Goods Trains.*)

Separate Parcels not weighing more than	Not exceeding 25 Miles.	Not exceeding 46 Miles.	Exceeding 46 Miles.
	s. d.	*s. d.*	*s. d.*
14 lbs. - - -	0 6	0 8	0 10
28 „ - - -	0 8	0 10	1 0
56 „ - - -	0 10	1 0	1 2
84 „ - - -	1 0	1 2	1 4
112 „ - - -	1 2	1 4	1 6

Unless more by classification. Each consignment in each class over 112 lbs. weight conveyed distances, not exceeding 25 miles will be charged 1*s.* 2*d.*, not exceeding 46 miles 1*s.* 4*d.*, and not exceeding 46 miles, station to station until amounting to more by classification rule.

South-eastern Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former Returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	s. d.
Horse boxes containing 3 horses, not exceeding £ each in value -	0 8	14 0
Do. 2 do. do. -	0 6	10 6
Do. 1 do. do. -	0 4	7 0
Two-wheeled carriages - - - - - - - -	0 4	7 0
Four do. do. - - - - - - - -	0 6	10 6
Dogs - - - - - - - - -	0 0½	0 6*

* On the Greenwich branch between any two stations, 2*d.* On the Charing Cross line between any two stations, 4*d.*

What is the rate of insurance on horses exceeding the above-mentioned values?

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

	Distance.	2 Wheel.	4 Wheel.	1 Horse.	2 Horses.	3 Horses.
	Miles.	s. d.	s. d.	s. d.	s. d.	s. d.
The ruling rate per mile on the South Eastern Railway line is -	—	0 4	0 6	0 4	0 6	0 8
The exceptions are :—						
London and Dover and stations governed by that rate - -	90	26 4	39 6	26 4	39 6	52 8
„ Canterbury „ „ - -	84	21 0	31 6	21 0	31 6	42 0
„ Margate „ „ - -	103	26 8	40 0	26 8	40 0	53 4
„ Deal „ „ - -	104	30 0	45 0	30 0	45 0	60 0
„ Reading „ „ - -	69	12 0	18 0	12 0	19 0	28 6
„ Wellington College „ „ - -	59	10 0	15 0	10 0	15 0	20 0

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former Returns, for live stock carried by goods trains.

	Whole trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	d.	s. d.						s. d.	d.	s.
Fat cattle - -	6	6	3·20	6 0	No system of charging by half trucks in operation on this railway.				—	—	—	—
Lean cattle - -	10	6	3·20	6 0					—	—	—	—
Sheep - { Fat	30	6	2·67	6 0					60	1 0	5·34	12
Sheep - { Store	40	7	2·67	6 0					80	1 2	5·34	12
Lambs - - -	40	7	2·67	6 0					80	1 2	5·34	12
Bacon pigs - -	16	5·50	3·20	6 0					—	—	—	—
Pork pigs - -	30	6	2·67	6 0					—	—	—	—
Horses in cattle trucks -	Not carried by *goods* trains.											

Crates, or other packages, containing sheep, lambs, calves, or pigs are charged at tonnage rates according to the stations. *Minimum charge as for 5 cwt.*

Name the stations between which the Highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.

		Per truck. s. d.
Reading and Deal, 127 miles - - -	Fat cattle - - -	44 6
	Lean cattle - - -	45 0
	Fat sheep - - -	45 0
	Store sheep - - -	45 0
	Lambs - - -	45 0
	Bacon pigs - - -	44 8
	Pork pigs - - -	45 0

Name the stations between which the Lowest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.

		Per truck. s. d.
London and Gravesend, 24 miles - -	Fat cattle - - -	9 0
	Lean cattle - - -	9 0
	Fat sheep - - -	7 6
	Store sheep - - -	7 6
	Lambs - - -	7 6
	Bacon pigs - - -	9 4
	Pork pigs - - -	10 0

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

The ordinary tariff rates are charged for cattle *going to the show;* but they are carried *free* on the *return* journey, *if unsold,* on production of a certificate to that effect from the Secretary of the Society.

South-eastern Railway—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former Returns, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1848.	1853.	1865.
	d.	*d.*	*d.*
Single passenger fares, 1st class - - - -	2·70	2·37	1·96
	Express 2·95	Express 2·89	Express 2·34
„ „ 2nd class - - - -	1·97	1·73	1·39
		Express 2·43	Express 1·70
„ „ 3rd class - - - -	0·97	0·91	0·83
Horses by passenger trains - - - each	4·50	4·50	4·00
Four-wheeled carriages - - - - „	6·75	6·75	6·00
Parcels - - - - - - -	—	—	—
Oxen - - - - - per head	0·95	0·95	0·72
Sheep - - - - - „	0·18	0·18	0·14
		4·97 prime.	4·96 prime.
Fish - - - - - - per ton	4·10	3·53 offal.	3·25 offal.
			0·81 Owner's waggons.
Coal - - - - - - „	1·12	1·09	0·98 Company's waggons.
Bricks - - - - - - „	1·19	1·	1·
	1·19 loose.	1· loose.	1· loose.
Manure - - - - - - „	1·34 packed.	1·15 packed.	1·25 packed.
Iron ore - - - - - - „	1·19	1·	1·
Bar iron - - - - - - „	1·34	1·15	1·25
Iron castings - - - - - - „		An indefinite term.	
Stone - - - - - - - „	1·19	1·	1·
Lime - - - - - - - „	1·19	1·	1·
		0·84 Owner's waggons.	0·63 Owner's waggons.
Salt - - - - - - „	1·34	1·12 Company's waggons.	1· Company's waggons.
Grain - - - - - - - „	1·34	1·15	1·25
Flour - - - - - - - „	1·34	1·15	1·25
Timber - - - - - - - „	1·34	1·40	1·49
Hay - - - - - - - „	1·34	1·40	1·49
Potatoes [old] - - - - - - „	1·34	1·15	1·25
Mangold wurzel - - - - - - „	1·34	1·	1·
Goods generally, of the kind now included by the [South-eastern company in their classification] - under the 1st class	1·19	1·15	1·25
„ 2nd „	1·34	1·40	1·49
„ 3rd „	2·22	2·03	2·07
„ 4th „	4·10	3·04	3·11
„ 5th „	7·03	4·04	4·13

NORTH-EASTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths - - - - - - The North-eastern Railway. The length of the North-eastern Railway is 1,115 miles, exclusive of the line from Methley Junction to Leeds (9 miles), which belongs to the Midland Company, and over which the North-eastern Company run their trains.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 3*d.*	4 tons	Usually from 6 to 8 miles, but in some special cases to a considerably greater distance.	2½*d.* to 1½*d.*	1½*d.* to ¾*d.*	For the articles mentioned in this return no separate charge is made for terminal accommodation or services, this being included in the scale of charges. The amount which may be taken to represent the terminal charge is therefore only a matter of estimate, and may be assumed at from 6*d.* to 1*s.* 6*d.* per ton.	Yes.	The Company does not load any of this traffic. They occasionally unload, making no charge except in some very rare instances, where by a special arrangement with consignees a charge of from 3*d.* to 6*d.* per ton is made.	See explanation in the preceding column.
Cannel	See Coal.								
Chromate ores	1*s* 6*d.*	Do.		Do.	Do.				
Cinders	See Coke.								
Clay	1*s.* 3*d.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Coal	See supplementary return.								
Coke									
Compost	1*s.* 3*d.* to 1*s.* 6*d.*	4 tons		2*d.* to 1*d.*	1*d.* to ½*d.*				
Coprolites, *for manure*	Do.	Do.		2½*d.* to 1½*d.*	1½*d.* to ¾*d.*				
Culm	See Coke.								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 3*d.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Dross	1*s.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Fire bricks and clay	1*s.* 3*d.* to 1*s.* 6*d.*	3 tons		Do.	Do.				
Flagstones	Do.	4 tons		Do.	Do.				
Granite, *undressed*	Do.	Do.		Do.	Do.				
Gravel	Do.	Do.		2½*d.* to 1*d.*	1*d.* to ¾*d.*				
Iron ore	See Ironstone.								
Iron, *pig*	*1*s.* 3*d.* to 1*s.* 6*d.*	4 tons		2½*d.* to 1½*d.*	1½*d.* to ¾*d.*				
Iron stone	See supplementary return.								
Lime and limestone									
Manure, *in bulk* [dung, ashes, &c.]	1*s.* 3*d.* to 1*s.* 6*d.*	4 tons		2*d.* to ¾*d.*	¾*d.* to ½*d.*				
Materials for road repairs.	1*s.* to 1*s.* 6*d.*	Do.		2½*d.* to 1½*d.*	1½*d.* to ¾*d.*				
Peat	1*s.* 3*d.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Potter's earth	Do.	Do.		Do.	Do.				
Pyrites	Do.	Do.		Do.	Do.				
Salt, *rock, and unmanufactured.*	See Return B., salt being carried in owners' waggons.								
Salt, *in bulk*, including manufactured salt, when so carried.									
Sand	1*s.* 3*d.* to 1*s.* 6*d.*	4 tons		Do.	Do.				
Scoriæ	1*s.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Slag	Do.	Do.		Do.	Do.				
Slates, *common*	1*s.* 3*d.* to 1*s.* 6*d.*	Do.		Do.	Do.				
Stone, *in the rough state, building, pitching, paving, kerb, or flags,*	Do.	Do.		Do.	Do.				
Sulphur ore	Do.	Do.		Do.	Do.				
Tiles	See Draining pipes and tiles.								
Turf	1*s.* 3*d.* to 1*s.* 6*d.*	4 tons		Do.	Do.				
Zinc ore	Do.	Do.		Do.	Do.				

* Under very exceptional circumstances in one district a lower rate than 1*s.* 3*d.* is taken (viz., 10*d.* per ton, 5 tons, 4 miles).

General Remarks.

Note as to column (*b.*)—The charges are not regulated by a mileage scale, nor solely according to distance. Within the limit of the Company's legal powers they are determined by the consideration, in the special circumstances of each case, of what will fairly remunerate the Company for their current and capital expenditure, and of what the traffic is able to bear. The figures, therefore, in column (*b.*) represent approximatively the charges made by the Company, the rates between any two stations depending upon the circumstances of the particular case.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — With very few exceptions the rates range within the scales of charges given in each column.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At the owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — Three shillings per waggon per day.

North-eastern Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

For the whole of the articles included in this list see Table (A.), except Salt *in bulk*.

10. State in the following Table the charges on your own lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
Salt, *in bulk*, including manufactured salt, when so carried.	1*s.*	4 tons - -	10 miles - -	1½*d.* to 1*d.* - -	1*d.* to ½*d.* - -	See explanation given in Table (A.)	Yes.

General Remarks.

Owners' waggons are scarcely ever used for the conveyance of this class of goods on the North-eastern Railway, except for salt (see table above), and for bricks and stone for short distances and under exceptional circumstances; in these cases a special bargain is made with each person.

10*d*. Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — The rates are uniformly regulated according to the scales of charges named in each column.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, wherever the traffic requires it.

18. Are junctions considered as stations for this class of traffic? — Not on through traffic.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The arrangements are the same as when through rates are given, the company bringing the waggons to the junction transfer them there to the other company with all necessary particulars.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

SUPPLEMENTARY RETURN.

Coal, Coke, Ironstone, Lime, and Limestone.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?
Coal - - - -	1*s.* per ton on coal sold through the Company's depôts, and about 7*d.* on coals for manufacturing purposes and for shipment.	One waggon load. Coals for shipment are carried in train loads.	Four to six miles.	Coals sold through the depôts, chiefly household coal, 1½*d.* to ¾*d.* Coals for manufacturers and for shipment, 1½*d.* to ¾*d.* Coals for shipment at Liverpool in train loads, ⅝*d.* Coals for shipment at Hull in train loads, ½*d.*		For coals sold through depôts, including services and sale expenses, 3*d.* to 1*s.* 3*d.* For coals for manufactures, 3*d.* to 2¼*d.* For coals for shipment no terminal charge except as shown in column (*d.*)	No. No.	For coals other than those for shipment the Company never load, but in very many cases unload, for which no charge is made beyond what is mentioned in the preceding column. For coals for shipment the Company's charge for putting them on board ship is 2¼*d.*, and is included in the rate. Where this work is done at a distant port, such as Liverpool, a charge is made by the parties doing the work, and it is not included in the rate.	

North-eastern Railway.—Inquiry No. 1.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Coke	Coke is usually charged the same rates as coals, excepting.— To Hull for shipment, in which case the charge to the Durham collieries is $\frac{3}{8}d.$ per ton per mile. From collieries north of the Wear for shipment at the ports on the Tyne and Wear the charge is $1\frac{1}{2}d.$ per ton per mile, with 3*d.* per ton for shipment.								
Ironstone	8*d.* per ton	This traffic is arranged in train loads.	Eight miles and under.	To 12 miles 1*d.* per ton per mile. Above 12 miles $\frac{7}{8}d.$ to $\frac{9}{8}d.$, and on very long distances $\frac{5}{8}d.$ per ton per mile.		No charge made for terminals.	- -	Neither operation is done by the Company.	
Lime and limestone	1*s.* per ton	One waggon-	Eight miles and under.	To 20 miles, $1\frac{1}{2}d.$ per ton; 20 to $28\frac{1}{2}$, same gross rate as for 20 miles; above $28\frac{1}{2}$ miles, $\frac{7}{8}d.$ per ton. If limestone for blast furnaces, from $\frac{7}{8}d.$ to $\frac{9}{8}d.$ per ton per mile.		3*d.* per ton -	No -	Loading not done by the Company. Unloading generally done by the Company. No charge in addition for this.	

General Remarks.

Note.—Lime is generally sold through the Company's depôts.

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

The above scales are generally applicable, subject to such modifications as the varying circumstances of the trade may render necessary.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At the owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours,

9. What charge do you make for demurrage of waggons?

Three shillings, and in some cases less, per waggon per day; but in many cases this charge is not enforced for this description of traffic.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Coal	As a rule the same charges apply as are mentioned in Return A., an allowance being made off them for waggons at the rate of $\frac{1}{2}d.$ per ton per mile. Coals for manufacturing purposes sent in train loads to places beyond the Company's system are, when carried in in waggons not belonging to the Company, charged $\frac{1}{2}d.$ per ton per mile. Coals for London in train loads, and carried in waggons not belonging to the Company, are charged $\frac{3}{8}d.$ per ton per mile.						
Coke	The same remarks apply to coke.						
Ironstone	The same remarks apply to ironstone.						
Lime and limestone	The same remarks apply to lime and limestone.						

10*d.* Do the charges include returning empty waggons?

Yes.

11. Are the above charges uniformly applied between all stations on your system of railways?

See reply to Question 3.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk or otherwise?

At the owner's risk.

14. Do you undertake to convey this class of traffic within a specified time?

No.

15. And to return the empty waggons within a specified time?

No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time?

No,

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?

We do not find it necessary to make through charges with all other companies, nor generally, but arrangements to a limited extent exist with some of the neighbouring companies.

North-eastern Railway.—Inquiry No. 1.—*continued.*

18. Are junctions considered as stations for this class of traffic? — Not on traffic going off the company's railways.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The empty or loaded waggons, as the case may be, are delivered into the sidings of the receiving company at the respective junctions by whom they are forwarded to their destination; the arrangement is, that they are to be taken forward with as little delay as possible.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes, the company have a special contract with the owners of collieries on the Hartlepool branch, which contract will expire in December 1866. They have also an unexpired contract with the owners of Whitwell colliery. Special arrangements are also made occasionally with gas companies.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	Subject to numerous Exceptions.									
	s. *d.*									
Alabaster	1 6	4 tons.	Usually from 6 to 8 miles, but in many cases under special circumstances to a much greater distance.	From 1½*d.* per ton per mile to 2½*d.* per ton per mile.	From 2*d.* per ton per mile to 2*d.* per ton per mile.	No separate charge.	The charge made by the company includes station accommodation.	No separate charge is made for loading and unloading.	The charge made by the company includes loading and unloading.	None.
Alkali	2 6	2 tons.								
Alum and alum cake	2 6	,,								
Anchors	2 6	,,								
Asphaltum	2 6	,,								
Asphalte apparatus *when sent with asphalte.*	2 6	,,								
Axles, wheels, and tyres, *railway*	2 6									
Axles, *Bessemer made*	2 6	,,								
Axles, wheels, and tyres, *steel, at owners' risk.*	2 6	,,								
Baggage, *military*	Carried as required by Act of Parliament, 2*d.* per ton per mile.									
Bar wood	2 6	2 tons.								
Bark (tanners') *packed*	2 6	,,								
Barley	2 0	,,								
Barytes	2 6	,,								
Baywood	2 6	,,								
Beans	2 0	,,								
Bessemer made shot	2 6	,,								
Bessemer made armour plates	2 6	,,								
Bessemer made rails	2 6	,,								
Bessemer made ingots	2 6	,,								
Bessemer made rough forgings	2 6	,,								
Bleaching powder	2 6	,,								
Blocks, *rough cast steel horn*	2 6	,,								
Bone ash	2 6	,,								
Bone and horn waste, *in truck loads*	2 6	3 tons.								
Bones, *calcined*	2 6	2 tons.								
Bones, *common, for size or manure*	2 6	,,								
Borings, *iron*	2 6	,,								
Bran	2 6	,,								
Brimstone	2 6	,,								
Builders' implements, *ladders, planks, scaffold poles, &c.*	2 6	,,								
Burr stones	2 6	,,								
Cannon balls	2 6	,,								
Cement	2 6	,,								
Cement stone	1 6	4 tons.								
Chains, *large, loose*	2 6	2 tons.								
Chalk	1 6	4 tons.								
Charcoal, *packed*	2 6	2 tons.								
Charcoal, *animal*	2 6	,,								
Charubs or locusts, *actual weight*	2 6	,,								
Chimney pots, *earthenware, at owners' risk.*	2 6	,,								
China clay	2 6	,,								
Clay retorts, *at owners' risk*	2 6	,,								
Clog blocks, *rough*	2 6	,,								
Coal dust, *in bags and casks*	2 6	,,								
Coal tar and creosote, *in owners' trucks.*	2 6	,,								
Cocoa nut refuse, *for manure*	2 6	,,								
Copperas	2 6	,,								
Copper ore	2 6	,,								
Cordwood, *machine weight*	2 6	,,								
Cullet, *in casks*	2 6	,,								
Dari	2 6	,,								
Deals, 2½ *tons per standard*	2 6	,,								
Dills	2 6	,,								

North-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	Subject to numerous Exceptions. *s. d.*									
Disinfecting powder	2 6	2 tons.								
Drain pipes	1 6	4 tons.								
Earth nuts	2 6	2 tons.								
Emery stone	2 6	,,								
Farina	2 6	,,								
Felloes, naves, and spokes	2 6	,,								
Fire-clay chimney cans, *at owners' risk.*	2 6	,,								
Fire-clay vent linings, *at owners' risk.*	2 6	,,								
Fire-clay ware, *not otherwise specified, at owners' risk.*	2 6	,,								
Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	2 6	,,								
Flints	2 6	,,								
Flint, ground, *packed, in truck loads of 3 tons and upwards.*	2 6	,,								
Flooring boards	2 6	,,								
Flour	2 6	,,								
Founders' dust, *packed*	2 6	,,								
Fullers' earth	2 6	,,								
Fustic	2 6	,,								
Gas and coal tar, and creosote, *in owners' trucks.*	2 6	,,								
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 6	,,	Usually from 6 to 8 miles, but in many cases under special circumstances to a much greater distance.	From 1½*d.* per ton per mile to 2½*d.* per ton per mile.	From ¾*d.* per ton per mile to 2*d.* per ton per mile.	No separate charge.	The charge made by the company includes station accommodation.	No separate charge is made for loading and unloading.	The charge made by the company includes loading and unloading.	None.
Gas water	2 6	,,								
Glue pieces, *wet*	2 6	,,								
Grains, *brewers' and distillers'*	2 6	,,								
Grain, flour, &c. (*See separate entries.*)										
Grindstones, *at owners' risk*	2 6	,,								
Guano	2 6	,,								
Gurdgeons	2 6	,,								
Gypsum	1 6	4 tons.								
Hominy	2 6	2 tons.								
Hopwood, *rough, in bundles*	2 6	,,								
Ice, *in 4 ton lots* (*weight taken at starting point*).	2 6	,,								
Indian corn	2 0	,,								
Boiler plates, bars, and other unda-mageable iron.	2 6	5 cwt.								
Forgings, *in the rough, not otherwise specified.*	2 6	2 tons.								
Iron retorts	2 6	,,								
Scrap iron	2 6	,,								
Iron spikes	2 6	,,								
Lead ore	2 6	5 cwt.								
Lathwood	2 6	2 tons.								
Lead, *pig*	2 6	,,								
Leather shavings, *for manure*	2 6	,,								
Mahogany	2 6	,,								
Malt and meal	2 6	,,								
Malt culms, *actual weight*	2 6	,,								
Manganese	2 6	,,								
Manures, *packed*	2 6	,,								
Manure, *shoddy*	2 6	,,								
Millet	2 6	,,								
Muriate of potash	2 6	,,								
Nitrate of soda	2 6	,,								
Oats	2 0	,,								
Ochre	2 6	,,								
Oil cake	2 6	,,								
Oil cake, *ground*	2 6	,,								
Paddy or rice, *in the husk*	2 6	,,								
Points and crossings, *railway*	2 6	,,								
Patent fuel	2 6	,,								
Peas, *dried*	2 0	,,								
Pelts, *wet*	2 6	,,								
Pipe clay	2 6	,,								
Plaster	2 6	,,								
Pollard	2 6	,,								
Posts and rails *for fencing*	2 6	,,								
Postwood, *machine weight*	2 6	,,								
Pozzolano	2 6	,,								
Propwood, *machine weight*	2 6	,,								
Sleepers, *railway, machine weight*	2 6	,,								
Rice flour and meal	2 6	,,								
Ropes, *old, including wire ropes*	2 6	,,								
Rye	2 0	,,								
Sago flour	2 6	,,								
Salt, *in bags*	2 6	,,								
Salt, *manufactured*	2 6	,,								
Salt cake	2 6	,,								
Sanitary tubes	2 6	,,								
Sash weights	2 6	,,								
Satin white	2 6	,,								
Sawdust	2 6	,,								
Seeds, flax	2 6	,,								
Seeds, linseed	2 6	,,								
Seeds, rape	2 6	,,								
Seeds *for crushing for oil*	2 6	,,								
Sharps	2 6	,,								
Shelling	2 6	,,								
Soda	2 6	,,								
Soda ash	2 6	,,								
Soot	2 6	,,								
Spelter	2 6	,,								
Spetches, *wet*	2 6	,,								
Staves	2 6	,,								
Steel plates *for shipbuilding*	2 6	,,								
Stone, *roughly wrought up—as troughs, sinks, &c.*	2 6	,,								

North-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	Subject to numerous Exceptions.		Usually from 6 to 8 miles, but in many cases under special circumstances to a much greater distance.	From 1½*d.* per ton per mile to 2¾*d.* per ton per mile.	From ¾*d.* per ton per mile to 2*d.* per ton per mile.	No separate charge.	The charge made by the company includes station accommodation.	No separate charge is made for loading and unloading.	The charge made by the company includes loading and unloading.	None.
	s. d.									
Tares	2 0	2 tons.								
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	2 6	,,								
Timber, *logs or baulks, by measurement.*	2 6	,,								
Tyres (*See Axles and wheels*)	2 6	,,								
Umber	2 6	,,								
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water-cress, and all others, except as under.*	2 6	3 tons.								
Vegetables, *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes and turnips.*	2 6	2 tons.								
Vetches	2 0	,,								
Wheat	2 0	,,								
Wheels, *railway (See Axles)*	2 6	,,								
Whiting	2 6	,,								

GENERAL REMARKS.

Note as to Column (b.)—The charges are not regulated by a mileage scale, nor solely according to distance. Within the limit of the Company's legal powers they are determined by the consideration, in the special circumstances of each case, of what will fairly remunerate the Company for their current and capital expenditure, and of what the traffic is able to bear. The figures, therefore, in column (*b.*) represent approximatively the charges made by the Company, the rates between any two stations depending upon the circumstances of the particular case.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

With few exceptions the rates range within the scales of charges given in each column.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

The company takes the ordinary risk of a carrier unless an agreement to the contrary is made with sender.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No.

7. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

As a rule these goods are not warehoused except on request or when refused by consignee; in such cases the charge for warehousing begins from the expiry of one clear day after date of advice note. At Leeds and Newcastle grain is warehoused free for a fortnight.

9. What charge for warehousing is made after the period has expired?

About a halfpenny per ton per day when not requiring protection from weather; if requiring protection a penny per ton per day. Grain at Leeds and Newcastle a halfpenny per quarter per week.

10. What charge do you make for demurrage of waggons?

Three shillings per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, whenever the traffic requires it.

12. Are junctions considered as stations for the traffic of articles in this return?

Not on through traffic.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The arrangements are the same as when through rates are given.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No standing contracts, but not unfrequently make special bargains for heavy lots of goods under peculiar circumstances.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

No. The exceptions are numerous and do not admit of classification. In selecting a route consideration is given not only to its comparative length, but to the gradients, convenience of working, connexion of trains, and facilities for exchange.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

There being no mileage rates the question is inapplicable. Where there are alternative competing routes, the same gross rates are charged to each.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

Very rarely indeed, except creosote, which is carried in the owner's tank waggons.

North-eastern Railway—*continued.*

INQUIRY No. 3.—Questions as to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
	As the rule, 6*d.*; but there are a few exceptional cases in which a lower sum is charged.	There are two sets of rates:—the first for parcels under 56 lbs., the other for parcels exceeding 56 lbs. and not exceeding 112 lbs.:— Say 56 lbs., up to 10 miles, 6*d.*; to 24 miles, 8*d.*; to 34 miles, 10*d.*; to 49 miles, 1*s.*; to 60 miles, 1*s.* 3*d.*; to 108 miles, 1*s.* 6*d.*; to 132 miles, 1*s.* 9*d.*; to 170 miles, 2*s.*; to 250 miles, 2*s.* 3*s.* „ 112 lbs., „ 6*d.*; „ 10*d.*; „ 1*s.*; „ 1*s.* 3*d.*; „ 1*s.* 6*d.*; „ 1*s.* 9*d.*; „ 2*s.*; „ 2*s.* 6*d.*;	Subject to numerous Exceptions. *s.* *d.*	Usually from 6 to 8 miles, but in some special cases to a considerably greater distance.	From 1½*d.* per ton per mile to 4*d.* per ton per mile.	No separate charge is made.	The charge made by the company includes porterage and station accommodation.	No separate charge is made.	On traffic carried at carted rates the charge made by the company includes collection and delivery.	No.	No.
Acetate of lime, *in casks*			5 0								
Acetate of soda			5 0								
Acetic acid, *in casks*			5 0								
Ale and porter, *in casks*			5 0								
Ammonia, *in casks or iron drums.*			5 0								
Antimony ore			5 0								
Anvils			5 0								
Apples			5 0								
Argols			5 0								
Arm and share moulds			5 0								
Ashes, *pot and pearl* [station to station].			2 6								
Asphalte apparatus, *when not sent with asphalte.*			5 0								
Bagging, *Surat* [station to station].			2 6								
Barilla			5 0								
Biscuit, *dog*			5 0								
Blubber			5 0								
Blocks, *bobbin*			5 0								
Boilers, *under 30 feet long*			5 0								
Bomb shells (not loaded)			5 0								
Bone and horn waste, *in less quantities than 3 tons.*			5 0								
Bones, *packed*			5 0								
Bottles, *black and green or common glass* [station to station].			2 6								
Broom and brush blocks			5 0								
Buffers, *railway*			5 0								
Canada plates			5 0								
Cannon			5 0								
Capstan bars			5 0								
Castings, *light or heavy, not otherwise enumerated, at owner's risk* [station to station].			2 6								
Cattle food, *prepared*			5 0								
Chicory root [station to station].			2 6								
Cider, *in casks*			5 0								
Clay retorts, at company's risk.			5 0								
Clog soles, *dressed*			5 0								
Clothes pegs, *packed*			5 0								
Clover seeds, *at owner's risk.*			5 0								
Cobalt ore			5 0								
Cocoa-nut fibre or husk			5 0								
Cocoa-nut matting			5 0								
Cotton wool			5 0								
Crowbars			5 0								
Cutch			5 0								
Divi divi			5 0								
Doors, *in cases*			5 0								
Dyewoods, *not elsewhere specified.*			5 0								
Earthenware, *loose, at owner's risk, not less than 2 tons* [station to station].			2 6								
Earthenware bottles			5 0								
Epsom salts, *in casks*			5 0								
Esparto or Spanish grass, *not less than 2 tons per waggon* [station to station].			2 6								
Farina, *calcined*			5 0								
Fish, *i.e.*, thoroughly cured white herrings *in brine*			5 0								
Flint, *ground, packed, under 3 tons.*			5 0								
Fustic, *ground or chipped*			5 0								
Gambier			5 0								
Gasometer sheets			5 0								
Gooseberries, *unripe*			5 0								
Grain and flour, &c., viz.:—											
Groats [station to station].			2 6								
Pearl barley			5 0								
Pot barley [station to station].			2 6								
Shudes			5 0								
Granite, *polished and dressed, in blocks.*			5 0								
Grease [station to station]			2 6								
Greaves			5 0								
Grindstones, *at company's risk.*			5 0								
Gunny bags, *old*			5 0								

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Gun stocks, *rough*			5 0								
Hides, kips, and sheepskins (*foreign*), *salted or in bales.*			5 0								
Hoofs and horns, *cow and ox, packed.*			5 0								
Hoops, wood			5 0								
Hoops, iron [station to station].			2 6								
Horn tips, *packed*			5 0								
Ice, *packed*			5 0								
Ink, *in crates or casks*			5 0								
Iron bolts			5 0								
Iron bridge work, *of plates in parts not exceeding* 30 *feet, girders excepted.*			5 0								
Iron buoys, buckets, and cisterns.			5 0								
Iron, corrugated			5 0								
Iron cranework, *of plates in parts, not exceeding* 30 *feet.*			5 0								
Iron, galvanized			5 0								
Iron girders, *not exceeding* 15 *feet in length* [station to station].			2 6								
Iron hoops, sheets, or other damageable iron [station to station].			2 6								
Iron horse shoes and horse shoe bars.			5 0								
Iron masts, *ships, minimum one ton per waggon.*			5 0								
Iron nails			5 0								
Iron nuts			5 0								
Iron rivets [station to station].			2 6								
Iron rolls, *cast or wrought, polished, packed or in bags, at owner's risk.*			5 0								
Iron shoe tips			5 0								
Iron spoutings and connections, *at owner's risk.*			5 0								
Iron studs			5 0								
Iron staples			5 0								
Iron tubing			5 0								
Iron washers			5 0								
Iron weights *for weighing*			5 0								
Iron wire, *not damageable*			5 0								
Iron wire, *galvanized*			5 0								
Jute			5 0								
Keys, *railway, wooden* [station to station].	As in page 72.	As in page 72.	2 6	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.
Lancewood spars			5 0								
Laths, *in bundles*			5 0								
Lead ashes, *in bags*			5 0								
Lead, sheet and piping [station to station].			2 6								
Lead, *red and white* [station to station].			2 6								
Lime salt			5 0								
Linseed meal			5 0								
Litharge			5 0								
Logwood, *ground or chipped.*			5 0								
Marble, *in blocks* [station to station].			2 6								
Metal *sheathing, new or old.*			5 0								
Millboards			5 0								
Molasses			5 0								
Muriate of iron, *in casks*			5 0								
Mustard seed, *for grinding*			5 0								
Myrobolans			5 0								
Nickel ore			5 0								
Nitrate of lead			5 0								
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut			5 0								
Cod			5 0								
Cotton seed			5 0								
Lard			5 0								
Linseed			5 0								
Palm			5 0								
Pine			5 0								
Rapeseed			5 0								
Seal			5 0								
Train			5 0								
Whale			5 0								
Onions *in brine, in ton lots*			5 0								
Osiers and twigs, *green and wet.*			5 0								
Paper, coarse, *for wrapping goods or printing newspapers.*			5 0								
Paper, *waste*			5 0								
Paraffin *wax*			5 0								
Pasteboard			5 0								
Pears, *common*			5 0								
Perry, *in casks*			5 0								
Pitch [station to station]			2 6								
Pumice stone			5 0								
Putty			5 0								
Quercitron bark			5 0								
Rags [station to station]			2 6								
Railway springs			5 0								

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Rice			5 0								
Rosin [station to station]			2 6								
Rottenstone			5 0								
Saltpetre			5 0								
Scrap steel			5 0								
Seal skins, *wet and salted*			5 0								
Seeds, *agricultural, at owner's risk.*			5 0								
Sheep skins, *in casks*			5 0								
Sheep wash, *in casks*			5 0								
Shovel moulds			2 6								
Shumac [station to station].			5 0								
Silicate of soda			5 0								
Size, *in casks*			5 0								
Skins, *in casks*			5 0								
Slate slabs, *not in cases, at owner's risk.*			5 0								
Slate slabs, *in cases*			2 6								
Soap [station to station]			5 0								
Spade trees			5 0								
Split peas			5 0								
Stannite of soda			5 0								
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*			5 0								
Stearine			5 0								
Steel, *blistered*			5 0								
Stone, *carved for building purposes, at owner's risk*			5 0								
Sugar (*raw or refined*), *in casks and bags.*			5 0								
Sulphate of alumina			5 0								
Sulphate of copper			5 0								
Sulphate of soda			5 0								
Sulphate of zinc			5 0								
Syrup			5 0								
Tallow			2 6								
Tar [station to station]			5 0								
Terra japonica			5 0								
Tiles, *ornamental encaustic, and tesselated.*	As in page 72.	As in page 72.	5 0	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.	As in page 72.
Tiles, *roofing, ridge, paving* (*quarries*), *at company's risk.*			5 0								
Tin, *in blocks, ingots, and boxes.*			5 0								
Treacle			2 6								
Turntables, *in parts* [station to station].			2 6								
Valonia			5 0								
Vegetables, 1 *ton and under 3 tons, including all kinds except as follows*:—											
Vegetables, viz.:—											
Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			5 0								
Verjuice, *in casks*			5 0								
Vinegar, *in casks*			5 0								
Vitriol stone			5 0								
Washing powder and paste			5 0								
Woad			5 0								
Wood acid, *in casks*			5 0								
Woods, viz.:—											
Boxwood			5 0								
Camwood			5 0								
Cedar			5 0								
Ebony			5 0								
Firewood, *prepared, less than 3 tons.*			5 0								
Lignum vitæ			5 0								
Lima wood			5 0								
Maple			5 0								
Nicaragua			5 0								
Rose wood			5 0								
Sapan wood			5 0								
Satin wood			5 0								
Snake wood			5 0								
Tulip wood			5 0								
Walnut wood			5 0								
Zebra wood			5 0								
Other furniture woods not specified.			5 0								
Zinc, *ingots, &c.*			5 0								
Zinc-white, or oxide of zinc.			5 0								

General Remarks.

Note as to Columns (a.) and (c.)—The charges are not regulated by a mileage scale, nor solely according to distance. Within the limit of the company's legal powers they are determined by the consideration, in the special circumstances of each case, of what will fairly remunerate the company for their current and capital expenditure and of what the traffic is able to bear.

The figures, therefore, in columns (*a.*) and (*c.*) represent approximatively the charges made by the company, the rates between any two stations depending upon the circumstances of the particular case.

North-eastern Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Agricultural machines and implements, *in cases, at owner's risk.*			5 10								
Air stoves			5 10								
Albumen			5 10								
Ale and porter, *bottled, in cases, casks, and hampers.*			5 10								
Alkanet root			5 10								
Alizaine			5 10								
Aloes, *in casks*			5 10								
Alva marina or dry sea weed, *for upholsterers' purposes.*			5 10								
Annatto			5 10								
Archil			5 10								
Arrowroot			5 10								
Arsenic			5 10								
Bacon and hams, *packed*			5 10								
Bagging			5 10								
Baking powder			5 10								
Bark, *tanners', loose*			5 10								
Bass mats			5 10								
Bedsteads, *common wood*			5 10								
Bedsteads, *iron, in cases or bundles.*			5 10								
Beef, *in casks*			5 10								
Besoms, *birch*			5 10								
Bichrome			5 10								
Biscuit			5 10								
Blacking			5 10								
Black lead			5 10								
Bladders, *in casks*			5 10								
Boilers, *under 1 ton in 1 waggon.*			5 10								
Boilers, 30 *feet and under 45 feet.*			5 10								
Bone flats			5 10								
Bones, *loose, other than for size or manure.*			5 10								
Boracic acid			5 10								
Borax			5 10								
Brass			5 0								
Brass *scrap*			5 0								
Brass wire			5 10								
Bread			5 10								
Bricks, *Bath or Flanders*			5 10								
Broom and mop handles			5 10								
Buckles, *brass*			5 10								
Bump			5 10								
Butter, *in casks or boxes*			5 10								
Camata			5 10								
Camatina			5 10								
Canary seed			5 10								
Candles, *except wax*			5 10								
Candlewick			5 10								
Canvas			5 10								
Cardamoms, *in casks*			5 10								
Carpeting			5 10								
Caraway seed			5 10								
Carriage and cart springs, axles, and steps.			5 10								
Catsup, *in casks*			5 10								
Chain harrows			5 10								
Chains and traces, *in casks*			5 0								
Chains, *small, not exceeding ¾ inch, loose.*			5 0								
Cheese, *packed*			5 10								
Chicory, *prepared*			5 10								
Chimney pots, *earthenware, at company's risk.*			5 10								
China, *in casks or crates*			5 10								
Chocolate			5 10								
Cider, *bottled, in cases, casks, or hampers.*			5 10								
Clod crushers			5 10								
Clover seed, *at company's risk.*			5 10								
Cocoa			5 10								
Cocoa nuts			5 10								
Codilla			5 10								
Coffee			5 10								
Confectionery, *in hogsheads*			5 10								
Copper			5 0								
Copper coin			5 10								
Copper *scrap*			5 0								
Cordage			5 10								
Coriander seed			5 10								
Cotton twist			5 10								
Cotton waste			5 10								
Cranberries			5 10								
Cranework *of wood, and damageable iron, in parts.*			5 10								
Crematine			5 10								
Crucibles, *at owner's risk*			5 10								
Cudbear			5 10								
Currants, *grocers'*			5 10								
Dates			5 10								
Disinfecting fluid, *in casks or tins.*			5 10								
Drugs, *in casks or bales*			5 10								
Drysalteries, *not elsewhere specified, in casks.*			5 10								

As in page 72. | As in page 72. | Usually from 6 to 8 miles, but in some special cases to a considerably greater distance. | From 2*d.* per ton per mile to 5*d.* per ton per mile. | No separate charge is made. | The charge made by the company includes porterage and station accommodation. | No separate charge is made. | On traffic carried at carted rates the charge made by the company includes collection and delivery. | No. | No.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Dyes, *liquid, in casks*			5 10								
Earthenware, *in casks and crates.*			5 0								
Edge tools			5 10								
Eggs, *in crates or boxes*			5 10								
Emery			5 10								
Emery paper			5 10								
Engines, *steam, portable, weighing 3 tons and upwards* [station to station].			3 4								
Felspar			5 10								
Felt			5 10								
Figs			5 10								
Files			5 10								
Filters, stoneware			5 10								
Fire clay ware, *at company's risk, viz.:—*			5 10								
Chimney cans, vent linings, and other fire-clay ware *unspecified.*											
Fire engines, *steam or otherwise, 3 tons or upwards.*			5 10								
Fish:—											
Thoroughly cured red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*			5 10								
Shellfish, *at owner's risk*			5 10								
Cockles			5 10								
Limpets			5 10								
Mussels			5 10								
Periwinkles			5 10								
Whelks			5 10								
Flax			5 10								
Flax straw, *at owner's risk; 30 cwt. per waggon minimum.*			5 10								
Flax waste			5 10								
Flocks			5 10								
Forges, *portable*			5 10								
Frying pans			5 10								
Garancine			5 10								
Ginger			5 10								
Ginger beer			5 10								
Glass beads, *in casks or cases.*			5 10								
Glass, flint, *at sender's risk*			5 10								
Glass, crown, *in boxes and crates, at sender's risk.*			5 10								
Glass, window and rough plate, *at sender's risk.*			5 10								
Glue			5 10								
Glue pieces, *dry*			5 10								
Goat's hair			5 10								
Granilla			5 10								
Granite, *polished and dressed, in cases.*			5 10								
Grapes, foreign, *as imported, at owner's risk.*			5 10								
Gums *of all sorts*			5 10								
Gun barrels, *rough*			5 10								
Gutta percha, *unmanufactured.*			5 10								
Hair, *plasterers'*			5 10								
Hammer heads			5 10								
Hammer shafts			5 10								
Hardware			5 10								
Hay, *hydraulic pressed*			5 10								
Hay—*station to station, at owner's risk—30 cwt. per waggon, minimum.*			5 10								
Hearth rugs			5 10								
Hemp			5 0								
Hemp seed			5 10								
Hemp warps, *packed*			5 10								
Hides, kips, and sheepskins, *green or market, at owner's risk.*			5 10								
Hoes			5 10								
Hogsheads, *not being returned empties.*			5 10								
Hoofs and horns, *cow and ox, loose.*			5 10								
Horn tips, *loose*			5 10								
Hurdles, *iron or wood*			5 10								
Ice, *loose*			5 10								
India rubber			5 10								
Iron buckles			5 10								
Iron hinges			5 10								
Iron holloware, *in hogsheads.*			5 10								
Iron liquor			5 10								
Iron palisades			5 10								
Iron safes			5 10								
Iron screws			5 10								
Iron spoons			5 10								
Iron wire, *bright*			5 10								
Ivory black			5 10								
Japan and tin ware, *in casks or cases.*			5 10								
Kelp			5 10								
Lac, *of all sorts*			5 10								
	As in page 72.	As in page 72.		As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Lard, *in casks, boxes, and tins.*			5 10								
Lasts, *packed*			5 10								
Leather, *undressed*			5 10								
Lemonade			5 10								
Lemons			5 10								
Lemon juice			5 10								
Lemon peel, *in casks*			5 10								
Locks			5 10								
Locomotive tubes			5 10								
Machinery, *heavy*			5 10								
Madders			5 10								
Malt crushers			5 10								
Marble, *in cases*			5 10								
Marble, *sawn into slabs, but cemented together.*			5 10								
Mastic			5 10								
Matches, *wood splints for, packed.*			5 10								
Matchetts			5 10								
Mats and matting (*except cocoa-nut matting*).			5 10								
Mexican fibre			5 10								
Millstones			5 10								
Mineral water, *in casks*			5 10								
Mohair			5 10								
Moss, *in bales*			5 10								
Mungo			5 10								
Munjeet			5 10								
Naphtha, *in casks or iron drums,*			5 10								
Netting, *fishing and garden, in bales.*			5 10								
Nickel			5 0								
Nuts			5 10								
Oakum			5 10								
Oils, *in casks and iron drums, not otherwise specified.*			5 10								
Old clothes			5 10								
Onions, *in brine, less than 1 ton.*			5 10								
Oranges			5 10								
Orchilla weed			5 10								
Osiers and twigs, *brown*			5 10								
Osnaburgs			5 10								
Oxalic acid			5 10								
Paints and colours, *in casks* [station to station].			2 6								
Palm leaves			5 10								
Paper hangings			5 10								
Pearl shells			5 10								
Pelts, *dry*			5 10								
Perry, *bottled, in cases, casks, or hampers.*			5 10								
Piassava			5 10								
Picker bends			5 10								
Pins, *metal, in boxes*			5 10								
Pipes, *empty, not being returned empties.*			5 10								
Pork, *in casks*			5 10								
Prussiate of potash			5 10								
Potatoes, *preserved*			5 10								
Powder blue			5 10								
Printing machines, *at owner's risk.*			5 10								
Provisions, *salt*			5 10								
Prunes			5 10								
Puncheons, *new, empty*			5 10								
Quicks, shrubs, and trees			5 10								
Rabbit skins, *undressed*			5 10								
Raisins			5 10								
Ridges, *not declared at owner's risk.*			5 10								
Ropes, *new, including wire ropes.*			5 10								
Sad irons			5 10								
Safety boxes			5 10								
Safflower			5 10								
Sago			5 10								
Sal ammoniac			5 10								
Sand paper			5 10								
Sarsaparilla			5 10								
Sassafras			5 10								
Saws			5 10								
Screw jacks			5 10								
Screws			5 10								
Scythe stones, *loose, at owner's risk.*			5 10								
Scythe stones, *packed*			5 10								
Seeds, *agricultural, at company's risk.*			5 10								
Sheeps' guts, *in casks*			5 10								
Shoddy			5 10								
Shoe pegs			5 10								
Shot, *small, in bags* [station to station].			2 6								
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon.*			5 10								
Silk waste, *undressed*			5 10								
Sink traps			5 10								
Sizing			5 10								
Slates, *writing*			5 10								
Slate pencils			5 10								
Smalts			5 10								
	As in page 72.	As in page 72.		As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
Soda water	As in page 72.	As in page 72.	s. d. 5 10	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.	As in page 75.
Soldiers' clothing			5 10								
Spades and shovels, *iron*			5 10								
Spetches, *dry*			5 10								
Spirit of tar, *in casks or iron drums.*			5 10								
Starch			5 10								
Steam ploughs and machinery attached, *when weighing 3 tons or more* [station to station].			5 10								
Steel bars and bundles			5 10								
Stone blue			5 10								
Stone, *carved for builders' purposes, at company's risk.*			5 10								
Sugar, *lump, oose*			5 0								
Sugar mills			5 10								
Sugar moulds and pans, *at owner's risk.*			5 0								
Do. *at company's risk*			5 10								
Sugar of lead			5 10								
Tarpaulings			5 10								
Tartaric acid			5 10								
Terra cotta casts			5 10								
Tincal			5 10								
Tinfoil			5 10								
Tin scrap			5 0								
Tin ware, *in casks or cases*			5 10								
Tobacco, *leaf*			5 10								
Tow			5 10								
Trenails			5 10								
Turmeric			5 10								
Turpentine, *spirits of, in casks.*			5 10								
Twine			5 10								
Type, *old*			5 10								
Umbrella stretchers			5 10								
Varnish, *in casks and iron drums.*			5 10								
Vegetables, *above 3 and under 20 cwts., minimum charge 3 cwts.*			5 10								
Vegetable ivory			5 10								
Vegetable wax			5 10								
Verdigris			5 10								
Vices			5 0								
Washers, *other than iron*			5 10								
Weft, *cotton*			5 10								
Weighing machines, *small, at owner's risk.*			6 3								
Weighing machines, *large*			5 10								
Whetstones			5 10								
Window sashes and mouldings, *at owner's risk.*			5 10								
Wool			5 10								
Yarn, *coir or hemp*			5 10								
Yarn, *linen and cotton, packed.*			5 10								
Yeast, *in casks, ton lots*			5 10								
Yellow berries			5 10								
Zinc sheets			5 10								

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*	As in page 72.	As in page 72.	s. d. 6 3	Usually from six to eight miles, but in some special cases to a considerably greater distance.	From 3*d.* per ton per mile to 5½*d.* per ton per mile.	No separate charge is made.	The charge made by the company includes porterage and station accommodation.	No separate charge is made.	On traffic carried at carted rates the charge made by the company includes collection and delivery.	No.	No.
Almonds, *in shell*			6 3								
Aloes, *in hampers or boxes*			6 3								
Ammonia, *liquid, in carboys*			6 3								
Angelica root			6 3								
Asparagus			6 3								
Bacon and hams, *loose*			6 3								
Bark, *Peruvian*			6 3								
Bees' wax			6 3								
Bellows			6 3								
Bells, *of all kinds*			6 3								
Black beer			6 3								
Blankets			6 3								
Blocks, *ships'*			6 3								
Blowing engines			6 3								

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Boats or cobles, *minimum charge* 1 *ton per waggon.*			6 3								
Bobbins - - - -			6 3								
Boilers, 45 *feet and above* -			6 3								
Books - - - -			6 3								
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*											
Bristles - - - -			6 3								
Brooms, broom heads, and brushes.			6 3								
Buckets and pails - -			6 3								
Buckram - - - -			6 3								
Butter, *in casks and tubs* -			6 3								
Buttons - - - -			5 10								
Calicoes - - - -			6 3								
Canada stoves - - -			6 3								
Candied peel - - -			6 3								
Canes and rattans, *packed*			6 3								
Cardamoms, *in boxes or hampers.*											
Cards and railway tickets -			6 3								
Carpet bags - - -			6 3								
Cassia lignea - - -			6 3								
Castings, *at company's risk, not otherwise enumerated.*			5 10								
Castor oil, *in boxes, casks, or iron drums.*			6 3								
Cheese, *loose* - - -			6 3								
Clocks, *American and Dutch.*			6 3								
Clogs, *in casks, cases, or boxes.*											
Combs - - - - -			6 3								
Confectionary, *in boxes or cases*			6 3								
Conservatories and hot-houses, *in parts, at owner's risk.*											
Copper boilers - - -			6 3								
Copper rollers - - -			6 3								
Cordials and sweets, *in casks or hampers.*			6 3								
Corkwood - - - -			6 3								
Cotton slops, *in bales* -			6 3								
Cotton stays, *in cases* -			6 3								
Cotton warps, *in bundles* -			6 3								
Cowries - - - -			6 3								
Crinoline steel - - -			6 3								
Crucibles - - - -			6 3								
Cutlery - - - -			6 3								
Drugs, *in boxes or hampers*			6 3								
Drysalteries, *in boxes or hampers, and not otherwise specified.*			6 3								
Fenders, *at owner's risk* -			6 3								
Fire engines, *steam or otherwise,* 1 *ton and under* 3 *tons.*			6 3								
Fire escapes, *minimum of* 1 *ton per waggon.*											
Fire irons - - - -			Carried by special agreement only.								
Fish, viz.:—											
Herrings and sprats in any state not otherwise named.											
Kippered salmon. All other fish partially cured, smoked, or dried.											
Shellfish, say,—											
Cockles - - - -											
Limpets - - - -											
Mussels - - - -											
Periwinkles, and - -											
Whelks, *at company's risk.*											
Oysters - - - -											
Flannel - - - -			6 3								
Floor cloth, *not exceeding* 10 *feet in length.*			6 3								
French plums - - -			6 3								
Fruit, *ripe* - - - -			6 3								
Fur off rabbit skins - -			6 3								
Galls - - - - -			6 3								
Gas and water meters -			6 3								
Gelatine - - - -			6 3								
Glass, *flint and rough plate*			6 3								
Glass retorts - - -			6 3								
Goods, *heavy, not specified*			6 3								
Grates, *polished, at owner's risk.*			6 3								
Grates, *common* - - -			6 3								
Groceries, *mixed packages*			6 3								
Guns and pistols - -			6 3								
Gutta percha, *manufactured*			6 3								
Hair, *upholsterers'* - -			6 3								
Harness - - - -			6 3								
Hatters' wool - - -			6 3								
Hides, kips, and sheepskins, *dry, loose.*			5 0								
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			7 6								
Honey - - - - -			6 3								
Hops - - - - -			6 3								
Hosiery - - - -			6 3								
India-rubber goods - -			6 3								

As in page 72. | As in page 72. | As in page 78. | As in page 78. | As in page 78. | As in page 78. | As in page 78. | As in page 78. | As in page 78.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Indigo			6 3								
Ink, printers'			6 3								
Iron girders, *exceeding 15 feet in length.*			5 0								
Iron pots, *loose*			5 10								
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			5 10								
Iron spoutings and connexions, *at company's risk.*			6 3								
Iron trays			6 3								
Iron wire fencing			6 3								
Japan and tin ware, *in hampers or crates.*			6 3								
Joiners' work, *not elsewhere specified.*			6 3								
Kamptulicon			6 3								
Knife cleaners			6 3								
Lamp black			6 3								
Lard, *in casks and tubs*			6 3								
Leather, *dressed*			6 3								
Linens, *in bales, boxes, cases, packs, and trusses.*			6 3								
Liquorice			6 3								
Lithographic stones, *at owner's risk.*			6 3								
Looms, *at owner's risk*			6 3								
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			6 3								
Mangles, *at owner's risk*			6 3								
Mattresses (*when not as household furniture*).			6 3								
Meats, *preserved*			6 3								
Mineral water, *in boxes or hampers.*			6 3								
Muskets, *in cases*			6 3								
Mustard			6 3								
Nails, *copper and brass*			5 0								
Oil and varnish, *in basketed tins.*			6 3								
Oilcloth table covers			6 3								
Organs and organ work, *loose, at owner's risk* [carried by special agreement only].			10 0								
Osiers and twigs, *white*			6 3								
Ovens, *common*			6 3								
Paints and colours, *in hampers and boxes.*			6 3								
Paper, *fine, writing, blotting, tissue, and fancy.*			6 3								
Pens, *steel, from makers*			6 3								
Pepper			6 3								
Phosphorus, *in tins, hermetically sealed.*			6 3								
Pickles			6 3								
Pimento			6 3								
Plumbago			6 3								
Rabbit skins, *dressed*			6 3								
Reeds and rushes, *packed*			6 3								
Refiners' sweepings			6 3								
Rugs, *woollen*			6 3								
Saddlers' ironmongery			6 3								
Saddlery			6 3								
Ships' sails			6 3								
Sardines			6 3								
Scales and scale beams			6 3								
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			6 3								
Scythes			6 3								
Seal skins, *dry*			6 3								
Shells, *in cases or casks*			6 3								
Sickles			6 3								
Silver ore			5 0								
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			6 3								
Slate slabs, *not in cases, at company's risk.*			6 3								
Smallwares			6 3								
Snuff			6 3								
Scented soap			6 3								
Spanish juice			6 3								
Spermaceti, *in boxes*			6 3								
Stags' horns			6 3								
Stationery, *general*			6 3								
Steam engines, *portable, under 3 tons* [station to station, charged as 2½ tons per waggon].			3 4								
Sugar candy			6 3								
Tacks			6 3								
Tapes			6 3								
Tapioca			6 3								
Tea			6 3								
Tents or marquees—*minimum 1 ton per waggon, where more than one used.*			6 3								
Theatrical scenery, panoramas, &c., *in cases at owner's risk.*			6 3								
Thread, *cotton and linen*			6 3								

As in page 72. | As in page 72. | As in page 78. | As in page 78. | As in page 78. | As in page 73 | As in page 78. | As in page 78. | As in page 78. | As in page 78.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Tobacco, *manufactured*	As in page 72.	As in page 72.	6 3	As in page 78.	As in page 78.	As in page 78.	As in page 78.	As in page 78.	As in page 78.	As in page 78.	As in page 78.
Tonquin beans			6 3								
Toys *of all kinds, in cases*			6 3								
Turnery ware			6 3								
Turpentine, *in basketed tins.*			6 3								
Ultramarine			6 3								
Umbrellas			6 3								
Vegetables, *in lots of 3 cwts. or under.*			6 3								
Veneers			6 3								
Venetian blinds			6 3								
Vinegar, *in casks*			6 3								
Wadding			6 3								
Washing and wringing machines, *at owner's risk.*			6 3								
Watch glasses			6 3								
Whalebone			6 3								
Wheels, *coach and carriage, at owner's risk.*			6 3								
Window frames, *cast iron*			6 3								
Wines and spirits, *in casks and cases.*			6 3								
Wines, British, *in casks or hampers.*			6 3								
Yarn, *linen and cotton, loose.*			6 3								
Yarn, *packed in cans*			6 3								
Yarn, *woollen and worsted*			6 3								

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Acetic acid, *in carboys*	As in page 72.	As in page 72.	6 3	Usually from 6 to 8 miles, but in some special cases to a considerably greater distance.	From 3*d.* per ton per mile to 6*d.* per ton per mile.	No separate charge is made. The charge made by the company includes porterage and station accommodation.	No separate charge is made.	On traffic carried at carted rates the charge made by the company includes collection and delivery.		No.	No.
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*			6 3								
Alabaster ornaments and figures, *packed, at owner's risk.*			6 3								
Almonds, *not in shell*			6 3								
Anchovies			6 3								
Balloons, *at owner's risk*			6 3								
Bareges			6 3								
Baskets			6 3								
Bent wood			6 3								
Bonnet fronts, *at owner's risk.*			6 3								
Book muslin			6 3								
Boothing or stalling			6 3								
Boots and shoes (*including goloshes*) *in hampers.*			6 3								
Bottles, *white glass*			6 3								
Bradford stuff goods			6 3								
Brass pipes			6 3								
Brass tubing (*except locomotive tubes*).			6 3								
Britannia metal goods			6 3								
Bronze powder			6 3								
Busks, *wooden*			6 3								
Butter, *in crocks*			6 3								
Calenders			6 3								
Candles, *wax*			6 3								
Canes and rattans, *loose*			6 3								
Carboys, *new, empty, glass*			6 3								
Cards for carding machines, *in boxes only.*			6 3								
Carriage bodies, *unfinished* (*minimum* 5 *cwts.*)			6 3								
Catsup, *in bottles*			6 3								
Cheese presses			6 3								
Chimney pots, *zinc*			6 3								
Churns			6 3								
Clogs, *in hampers*			6 3								
Cloth caps			6 3								
Coach trimmings			6 3								
Cobalt			5 0								
Cochineal			6 3								
Coffins, *metallic*			6 3								
Conservatories and hothouses, *in parts.*			6 3								
Copper pipes			6 3								

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. *d.*								
Copper tubing (*except locomotive tubes*).			6 3								
Copying presses			6 3								
Corks and bungs			6 3								
Drapery			6 3								
Dyes, *liquid, in hampers or boxes.*			6 3								
Fenders, *at company's risk*			6 3								
Fire clay ware, vases, and other ornamental productions.			6 3								
Fish, *salmon, in boxes, prawns, and shrimps.*	By special agreement only.										
Floor cloth, *exceeding* [15] *feet long, in case.*			6 3								
Flower roots, *bulbous*			6 3								
Garden plants, *in baskets, mats, or pots.*			6 3								
Garden seats			6 3								
Garden seeds			6 3								
Gilt mouldings, *in cases*			6 3								
Ginger, *preserved*			6 3								
Glass, *crown and window*			6 3								
Goods, *light, not specified*			6 3								
Granite, *polished and dressed, in slabs.*			6 3								
Grapes			6 3								
Grates, *polished, at company's risk.*			6 3								
Gravestones			6 3								
Handmills			6 3								
Hay, station to station, *at company's risk; minimum, 30 cwts. per waggon.*			5 10								
Hay rakes and forks, *in bundles.*			6 3								
Indigo, extract of			6 3								
Ink, *in jars or bottles*			6 3								
Isinglass, *in boxes and hampers.*			6 3								
Isinglass, *in casks and bales.*			5 10								
Juniper berries			6 3								
Lamps			6 3								
Lard, *in crocks*			6 3								
Lint			6 3								
Lithographic stones, *at company's risk.*			6 3								
Looms, *at company's risk*			6 3								
Luggage, *trunks, &c.*			6 3								
Maccaroni			6 3								
Machinery, *light*			6 3								
Mangles, *at company's risk*			6 3								
Marble, *in slabs*			6 3								
Meats, *fresh*			10 0								
Merinoes			6 3								
Mistletoe			6 3								
Naphtha, *in tins*			6 3								
Needles, *in boxes*			6 3								
Nutmegs			6 3								
Oils, *in cans, jars, and boxes (except castor oil).*			6 3								
Organs and organ work, *in cases.*			10 0								
Paper trays			6 3								
Patterns (*travellers'*)			6 3								
Picture frames			6 3								
Pipes, *smoking*			6 3								
Plated goods			6 3								
Poppyheads			6 3								
Poultry, *dead*			6 3								
Printing machines, *at company's risk.*			6 3								
Quicksilver			5 0								
Quills			6 3								
Rabbits			6 3								
Railway carriages, *new, in cases.*			6 3								
Reeds and rushes, *loose*			6 3								
Shafts, *gig*			6 3								
Spades and shovels, *wooden*			6 3								
Silk waste, *dressed or spun*			6 3								
Spindles			6 3								
Spirit of tar, *in tins*			6 3								
Sponge, *in bales*			6 3								
Sticks			6 3								
Straw, *minimum charge 20 cwts. per waggon.*			6 3								
Straw plait			6 3								
Stucco figures, *packed, at owner's risk.*			6 3								
Tamarinds			6 3								
Tarlatans			6 3								
Teazles, *imported, packed*			6 3								
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases*			6 3								
Tongues, *animal*			6 3								
Turpentine, spirits of, *in cans, jars, and boxes.*			6 3								
Type, *new*			6 3								
Upholsterers' trimmings			6 3								
Varnish, *in tins*			6 3								

As in page 72. | As in page 72. | As in page 81. | As in page 81. | As in page 81. | As in page 81. | As in page 81. | As in page 81. | As in page 81.

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Vermicelli	As in page 72.	As in page 72.	6 3	As in page 81.	As in page 81.	As in page 81.	As in page 81.	As in page 81.	As in page 81.	As in page 81.	As in page 81.
Vinegar, *in carboys*			6 3								
Washing and wringing machines, *at company's risk.*			6 3								
Wearing apparel, and household linen.			6 3								
Weighing machines, *small*			6 3								
Wheels—*coach and carriage wheels, at company's risk.*			6 3								
Window sashes and mouldings, *at company's risk.*			6 3								
Wines and spirits, *in hampers.*			6 3								
Wines and spirits, *in jars or bottles containing 2 gallons or less.*	By special agreement only; they are then charged at "per bottle" according to size.										
Wood acid, *in carboys*	As in page 72.	As in page 72.	6 3								
Wood patterns, *for castings.*			6 3								
Woollen and worsted goods, not elsewhere specified.			6 3								
Yeast, *small lots*			6 3								
Yeast, *German*	Carried by passenger trains only at parcels rates.										
Zaffers	As in page 72.		5 10								

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions.								
			s. d.								
Alabaster ornaments and figures, *at company's risk.*	As in page 72.		6 3	Usually six or eight miles, but in some special cases to a much greater distance.	From 3*d.* per ton per mile to 6*d.* per ton per mile.	No separate charge is made.	The charges made by the company include porterage and station accommodation.	No separate charge is made.	On traffic carried at carted rates the charges made by the company include collection and delivery.	No.	No.
Aluminium	Do.		6 3								
Amber	Do.		6 3								
Basket carriage and gig bodies, *at owner's risk.*	Do.		6 3								
Bath chairs, *packed, at owner's risk,*	Carried by special agreement only.		10 0								
Billiard tables, slate beds of.	Do.		10 0								
Bonnet fronts, *at company's risk.*	As in page 72.		6 3								
Bonnet shapes	Do.		6 3								
Bonnets	Do.		6 3								
Chairs, *new, Windsor and common.*	Do.		6 3								
China, *in boxes*	Do.		6 3								
Cigars	Do.		6 3								
Cinnamon	Do.		6 3								
Clocks, *English and French*	Do.		6 3								
Cornice poles	Carried by special agreement only.		10 0								
Crape	As in page 72.		6 3								
Crinolines	Do.		6 3								
Chandeliers and gaseliers	Carried by special agreement only.		10 0								
Elephants' teeth	As in page 72.		6 3								
Embroidery	Do.		6 3								
Engravings	Do.		6 3								
Feathers	Do.		6 3								
Fish, fresh, *all sorts, not otherwise specified.*	Carried by special agreement only.										
Fish, shell, *crabs and lobsters.*	Do.										
Furniture, *packed in cases and frames.*	Do.		10 0								
Furniture, *in mats or loose, at owner's risk.*	Do.		10 0								
Furs	As in page 72.		6 3								
Game	Not carried by goods trains.										
Glass, *stained, plate, and shades, at owner's risk.*	As in page 72.		6 3								
Gloves	Do.		6 3								
Hats *of all kinds*	Do.		6 3								
Ivory	Do.		6 3								
Lace	Do.		6 3								
Millinery	Do.		6 3								

North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			Subject to numerous Exceptions. *s. d.*								
Mirrors, *at owner's risk*	As in page 72.		6 3								
Mushrooms	Do.		6 3								
Musical instruments	Carried by special agreement only.		10 0								
Organs and organ work, *loose, at company's risk.*	Do.		10 0								
Papier maché goods, *except trays.*	As in page 72.		6 3								
Parchment	Do.		6 3								
Perambulators, *in cases, crates, and boxes.*	Do.		6 3								
Perfumery	Do.		6 3								
Pianos, *packed*	Carried by special agreement only.		10 0								
Pictures	As in page 72.		6 3	As in page 83.	As in page 83.	As in page 83.	As in page 83.	As in page 83.	As in page 83.	As in page 83.	As in page 83.
Poultry, *alive*	Do.		6 3								
Ribbons	Do.		6 3								
Sewing machines	Do.		6 3								
Silk, *manufactured*	Do.		6 3								
Silk, *raw*	Do.		6 3								
Sponge, Turkey, *in cases*	Do.		6 3								
Stucco figures, *packed, at company's risk.*	Do.		6 3								
Teazles	Do.		6 3								
Tin ware, *loose*	Do.		6 3								
Tortoise shell	Do.		6 3								
Turtle	Do.		6 3								
Velvet, *silk*	Do.		6 3								
Ventilators	Do.		6 3								
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*	Carried by special agreement at per bottle, according to size.		—								

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	1*s.* 2*d.*	—	2*s.* 6*d.* if 4 ton loads.	6 to 8 miles	1½*d.* to 3*d.*	No separate charge.	—	—	—	—	—
Basket carriage bodies and Bath chairs, *at company's risk.*	8*d.*	—	7*s.* 6*d.*	6 to 8 miles, sometimes more.	3½*d.* to 7½*d.*	No separate charge,	Yes.	No separate charge.	Yes.	No.	No.
Caravans, *showmen's and others.*	6*d.* per mile for the first ton, 2*d.* per ton per mile for weight above one ton. Minimum charge as for 20 miles.										
Carriage bodies, *finished, in cases.*	3*s.* 2*d.*	—	12*s.* 6*d.*	6 to 8 miles, sometimes more.	6*d.* to 1*s.*	No separate charge.	Yes.	No separate charge.	Yes.	No.	No.
Railway carriages, on their own wheels.	6*d.* per carriage per mile. Minimum, 20*s.*										
Boilers, of unusual dimensions.	By special contract in each case.										
Contractors' waggons and materials (*excepting rails and chairs*), [station to station].	To 50 miles inclusive, 2*d.* per ton per mile. 51 to 75 „ „ 12*s.* 6*d.* per ton. Above 75 „ 2*d.* per ton per mile. Minimum 5*s.* 0*d.* per ton.					—	—	—	—	—	—
Furniture, *in mats or loose,* by special agreement only.	1*s.*	—	12*s.*	6 or 8 miles, sometimes more.	4*d.* to 8*d.*	No separate charge.	Yes.	No separate charge.	Yes.	No.	No.
Furniture, *in vans, carts, or frames,* by special agreement only.	—	—	10*s.*	6 to 8 miles, sometimes more.	3*d.* to 6*d.*	No separate charge.	Yes.	No separate charge.	Yes.	No.	No.
Forgings or castings, above six tons.	By special contract in each case.										
Gunpowder	Up to 30 miles 10*s.* per ton; above 30 miles 4*d.* per ton per mile. Minimum charge as for two tons. No less charge than 10*s.* per ton.										
Lucifer matches and other inflammable articles.	—	—	6*s.* 3*d.*	No less charge than as for one ton.				—	—	—	—
Locomotive engines and tenders, on their own wheels [station to station].	To 100 miles 2*d.* per ton per mile. 101 to 133 „ inclusive, 16*s.* 8*d.* per ton. Above 133 „ 1½*d.* per ton per mile. Minimum charge 5*s.* 0*d.* per ton.					—	—	—	—	—	—
Petroleum and photogenic oil [station to station].	—	—	5*s.* 10*d.*	Minimum charge as for two tons.				—	—	—	—
Railway waggons, [on their own wheels].	If under three tons weight 3*d.* per waggon per mile. If above three „ „ 4*d.* „ „ up to 50 miles. „ „ „ „ 3*d.* „ „ if above 50 miles. Minimum charge, 5*s.* per waggon.							—	—	—	—
Statuary	As per special agreement for each lot.										
Returned empty packages	Not exceeding 50 miles 3*d.* per cwt. 51 miles and not exceeding 100 miles 4*d.* „ 101 „ „ „ 150 „ 5*d.* „ 151 „ „ „ 200 „ 6*d.* „ Exceeding 200 miles 7*d.* „					—	—	—	—	—	—
Small parcels	*See* column (*a.*) page 72.										

North-eastern Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	With few exceptions the rates range within the scale of charges given in each column.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?	
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	The company takes the ordinary risk of a carrier except where a special agreement to the contrary is made with sender.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	Twenty-four hours. But, in fact, the company begins to load or unload as soon as the goods are received.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	See answer to No. 2, question 8. At Leeds we at present warehouse free wool, hair, shoddy for Hull and Hartlepool; also, fruit and potatoes, and occasionally outwards machinery.
9. What charge for warehousing is made after the period has expired?	On furniture and fifth-class articles 2*d.* per ton per day; on other articles 1½*d.* per ton per day. At Leeds, oil one week free, then 3*d.* per ton per week; flax and tow a fortnight free, then 1½*d.* per ton per week.
10. What charge do you make for demurrage of waggons?	Three shillings per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, wherever the traffic requires it.
12. Are junctions considered as stations for the traffic of articles in this return?	Not on through traffic.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The arrangements are the same as when through rates are given.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No standing contracts, but sometimes make special bargains for large lots under peculiar circumstances.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not state the exceptions, and give an instance of each class of exceptions.	See answer to Inquiry No. 2, question 17.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	See answer to Inquiry No. 2, question 18.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return :—

17 & 18 Vict. c. 211. [1854]. This Act is qualified by 26 & 27 Vict. c. 122. ss. 76 and 77 [1863], and by 28 & 29 Vict. c. 211. s. 30 [1865].
20 & 21 Vict. c. 46. s. 23. [1857] authorizes North-eastern Company to exercise powers contained in 18 & 19 Vict. c. 180 [1855].
22 & 23 Vict. c. 91. s. 13. [1859] authorizes North-eastern Company to exercise powers contained in 16 & 17 Vict. c. 137. [1853] and 17 & 18 Vict. c. 151. [1854].
25 & 26 Vict. c. 120. s. 13. [1862] authorizes North-eastern Company to exercise powers contained in 16 & 17 Vict. c. 93 [1853].
26 & 27 Vict. c. 122. s. 12. [1863] authorizes North-eastern Company to exercise powers contained in 21 & 22 Vict. c. 116. [1858], 22 & 23 Vict. c. 127. [1859], 20 & 21 Vict. c. 40. [1857], 21 Vict. c. 14. [1858], 24 & 25 Vict. c. 72. [1861], and 25 & 26 Vict. c. 40. [1862].
26 & 27 Vict. c. 221. s. 28 [1863].
28 & 29 Vict. c. 211. s. 30 [1865].

North-eastern Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	No express fares on the North-eastern Railway.						2·10	—	1·5	—	3rd & 4th 0·85	—	—	—
Highest - -							$2\frac{1}{2}d.$	—	2*d.*	—	$1\frac{1}{4}d.$	—	1*d.*	—
Lowest - -							0·7	—	0·5	—	0·3	—	—	—
Maximum fares allowed by Act of Parliament.							$2\frac{1}{2}d.$	—	2*d.*	—	$1\frac{1}{4}d.$	—	1*d.*	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	1st Class.	2nd Class.	3rd Class.	Parliamentary.	Distance.
	s. d.	*s. d.*	*s. d.*	*s. d.*	
Newcastle and York - -	17 6	14 0	8 9	7 0	84 miles.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	1st Class.	2nd Class.	3rd Class.	Distance.
	s. d.	*s. d.*	*s. d.*	
Newcastle and South Shields - - -	0 9	0 6	0 4	13 miles.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Market tickets are issued to all the various market towns from the stations adjacent to such market towns, the rates being calculated at about a fare and a sixth of the single journey fares.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - - 40 miles per hour.
„ „ ordinary passenger trains - - - - 30 „
„ „ parliamentary „ - - - - - 20 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

Excursion trains are run chiefly during the summer months, and to watering places, large towns, or other places which offer attractions to the general public.

The frequency of excursion trains depends upon circumstances. The following trains were run during the summer months of 1865 :—

1865.	Local Excursion Trains.	Foreign Excursion Trains.
June - - -	70	41
July - - -	92	45
August - - -	125	59
September - -	76	34
October - - -	26	14
	389	193
Gross total - -	582	

The fares vary according to distance and other circumstances from $\frac{3}{8}$ths to $\frac{3}{16}$ths of a penny per mile run.

In 1865 the following local excursion trains were run :—

No. of Trains.	Number of Passengers.		
	1st Class.	In covered Carriages.	Total.
447	6,588	213,345	219,933
Average per train -	$14\frac{3}{4}$	$477\frac{1}{4}$	492

The average speed of excursion trains is about 15 miles an hour.

North-eastern Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Parcels by passenger trains are charged on the North-eastern Railway according to the following scale :—

Distances.	Not exceeding 1 lb.	Not exceeding 2 lbs.	Not exceeding 7 lbs.	Not exceeding 14 lbs.	Not exceeding 28 lbs.	Not exceeding 56 lbs.	For every lb. above 56 lbs.	Excess Luggage per lb.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1 mile to 15 miles - -	0 3	0 4	0 4	0 6	0 6	0 8	0 $0\frac{1}{4}$	0 $0\frac{1}{4}$
16 miles to 30 „ - -	0 4	0 6	0 6	0 6	0 8	0 10	0 $0\frac{1}{4}$	0 $0\frac{1}{4}$
31 „ to 50 „ - -	0 4	0 6	0 8	0 9	0 10	1 0	0 $0\frac{1}{2}$	0 $0\frac{1}{2}$
51 „ to 100 „ - -	0 6	0 6	0 10	1 0	1 0	1 3	0 $0\frac{1}{2}$	0 $0\frac{1}{2}$
101 „ to 150 „ - -	0 6	0 9	1 0	1 2	1 6	1 9	0 $0\frac{3}{4}$	0 $0\frac{3}{4}$
151 „ to 200 „ - -	0 8	0 9	1 0	1 2	1 8	2 0	0 1	0 1
201 „ to 250 „ - -	0 9	1 0	1 2	1 2	2 0	2 6	0 $1\frac{1}{4}$	0 $1\frac{1}{4}$

There are no important exceptions made to these general rates.

Parcels by goods trains are charged on the North-eastern Railway according to the following scale :—

Distances.	Not exceeding 28 lbs.	Exceeding 28 lbs. and not exceeding 56 lbs.	Exceeding 56 lbs.
	s. d.	*s. d.*	*s. d.*
From 1 mile to 10 miles -	0 6	0 6	0 6
„ 11 miles to 14 „ -	0 6	0 6	0 8
„ 15 „ to 18 „ -	0 8	0 8	0 8
„ 19 „ to 24 „ -	0 8	0 8	0 10
„ 25 „ to 33 „ -	0 10	0 10	0 10
„ 34 „ - - -	1 0	1 0	1 0
„ 35 „ to 49 miles -	1 0	1 0	1 3
„ 50 „ to 69 „ -	1 3	1 3	1 6
„ 70 „ to 108 „ -	1 6	1 6	1 9
„ 109 „ to 132 „ -	1 9	1 9	2 0
„ 133 „ to 170 „ -	2 0	2 0	2 6
„ 171 „ to 191 „ -	2 0	2 0	2 9
„ 192 „ to 250 „ -	2 0	2 0	3 0

The above charges apply only when the consignment would not come to a larger sum at the rate per ton or per cwt., or, in the case of a mixed consignment, when the entire carriage would amount to less by charging the small articles as "smalls" and the bulk at the rate per ton or per cwt. than by charging the whole weight at the highest class rate to which any of the articles belong.

Exceptions are not unfrequently made, owing to various circumstances, as, for instance :—

	Distance.	Rates charged. Not exceeding 28 lbs.	Rates charged. Exceeding 28 lbs. and not exceeding 56 lbs.	Rates charged. Exceeding 56 lbs.	Rates as per list above. Not exceeding 28 lbs.	Rates as per list above. Exceeding 28 lbs. and not exceeding 56 lbs.	Rates as per list above. Exceeding 56 lbs.
	Miles.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Between Hull and York - -	44	1 0	1 0	1 0	1 0	1 0	1 3
„ „ „ Leeds - -	50	1 0	1 0	1 0	1 3	1 3	1 6
„ „ „ Selby - -	31	0 6	0 6	0 8	0 10	0 10	1 0
„ „ „ Scarborough -	55	1 0	1 0	1 3	1 3	1 3	1 6
„ „ „ Whitby - -	75	1 3	1 3	1 6	1 6	1 6	1 9
„ „ „ Driffield - -	21	0 6	0 6	0 8	0 8	0 8	0 10
„ „ „ Ripon - -	71	1 3	1 3	1 6	1 6	1 6	1 9
„ York „ Selby - -	21	0 6	0 6	0 8	0 8	0 8	0 10
„ „ „ Darlington - -	44	0 10	0 10	1 0	1 0	1 0	1 3
„ „ „ Borough Bridge -	22	0 6	0 6	0 8	0 8	0 8	0 10
„ „ „ Hovingham - -	29	0 8	0 8	0 8	0 10	0 10	1 0
„ „ „ Gilling - -	26	0 8	0 8	0 8	0 10	0 10	1 0
„ Darlington and Richmond -	15	0 6	0 6	0 6	0 8	0 8	0 8
„ „ „ Leyburn -	31	0 8	0 8	0 10	0 10	0 10	1 0
„ „ „ Newcastle -	40	0 8	0 8	0 10	1 0	1 0	1 3
„ Richmond „ Leyburn -	35	0 8	0 8	0 8	1 0	1 0	1 3
„ „ „ Bedale - -	25	0 6	0 6	0 8	0 10	0 10	1 0
„ „ „ Borough Bridge	38	0 10	0 10	1 0	1 0	1 0	1 3
„ „ „ Hartlepool -	40	0 9	0 9	1 0	1 0	1 0	1 3
„ Stokesley „ „ -	28	0 8	0 8	0 10	0 10	0 10	1 0
„ Borough Bridge and Leeds -	50	0 10	0 10	1 0	1 3	1 3	1 6
„ „ „ Cattal -	29	0 8	0 8	0 10	0 10	0 10	1 0
„ Alne and Malton - -	27	0 8	0 8	0 10	0 10	0 10	1 0

North-eastern Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	*s.* *d.*
Horse boxes containing 3 horses, not exceeding 50*l.* each in value -	0 9	15 0
„ „ 2 „ „ „ „ -	0 6	10 0
„ „ 1 „ „ „ „ -	0 3	5 0
Two-wheeled carriages - - - - - -	0 4½	7 6
Four-wheeled „ - - - - - -		

Dogs -	For any Distance not exceeding	1 Dog.	2 Dogs.	3 Dogs.	For every additional Dog.
		s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
	15 miles -	0 6	1 0	1 6	0 6
	25 „ -	1 0	1 6	2 3	0 6
	35 „ -	1 6	2 6	3 6	0 9
	45 „ -	1 9	3 0	4 6	1 0
	50 „ -	2 0	3 6	5 0	1 6
	70 „ -	2 3	4 0	5 6	1 6
	100 „ -	2 6	4 6	6 6	2 0
	150 „ -	3 0	5 0	7 6	2 3
	200 „ -	3 6	6 0	8 0	2 6
	250 „ -	4 0	7 0	9 0	3 0

Return tickets, available for the day only, one fare and a half.

What is the rate of insurance on horses exceeding the above-mentioned values?

For distances not exceeding 50 miles - - - - £4 per cent.
„ „ 100 „ - - - - 6 „
„ „ 150 „ - - - - 8 „
„ „ 200 „ - - - - 10 „

and for every 50 miles or fractional part of 50 miles beyond 200, 2*l.* per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The rates for horses and carriages are uniform, but for dogs the rates are lower for the longer distances, as shown in the scale of rates above.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks. No. of Animals.	Whole Trucks. Maximum Rate per Truck per Mile.	Whole Trucks. Minimum Rate per Truck per Mile.	Whole Trucks. Minimum Charge per Truck.	Half Trucks. No. of Animals.	Half Trucks. Maximum Rate per Half Truck per Mile.	Half Trucks. Minimum Rate per Half Truck per Mile.	Half Trucks. Minimum Charge per Half Truck.	Double Sheep Van. No. of Animals.	Double Sheep Van. Maximum Rate per Van per Mile.	Double Sheep Van. Minimum Rate per Van per Mile.	Double Sheep Van. Minimum Charge per Van.
		With very few exceptions.										
		s. *d.*	*s.* *d.*	*s.* *d.*				*s.* *d.*				
Fat cattle - -	As many as the dealers think fit to put in.	0 6½	0 5	5 0	3	Always charged at two-thirds the rate for a full waggon.		5 0	The North-eastern Railway Company have no double sheep vans.			
Lean cattle - -		0 5	0 4	5 0	3			5 0				
Sheep - -		0 5	0 4	5 0	15			5 0				
Lambs - -		0 5	0 4	5 0	15			5 0				
Bacon pigs - -		0 6¾	0 5	5 0	9			5 0				
Pork pigs - -		0 6¾	0 5	5 0	12			5 0				
Horses in cattle trucks -		0 1½ per horse.	0 1½ per horse.	5 0	—			—				
		Minimum as for four horses.										

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Thirsk and Headingley—36 miles.
Fat cattle per waggon, not exceeding 15 ft. 6 in. in length - - - 22*s.*
Lean cattle and sheep - - - - - - - - 20*s.*

North-eastern Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Kelso and York—172 miles.	£	s.	d.
Fat cattle per waggon, not exceeding 15 ft. 6 in. in length	3	15	2
Sheep and lean cattle	2	17	4
Sheep during the months of September and October, when the draft ewes are being sent south	2	10	4

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

The North-eastern Railway Company make no charge whatever for cattle, sheep, &c. carried in cattle waggons by goods trains for exhibition at the Royal Agricultural Society's shows. They are carried free both to and from the shows if remaining the property of the exhibitor.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

The term "long distances" in this return is assumed to mean from 100 to 150 miles.

The general tendency during the last 20 years has been to a reduction of rates.

	1840.	1850.	1864.
Single passenger fares, 1st class	The Company have not in their offices sufficient information to enable them to fill up these columns.		2·10*d.*
" " 2nd class			1·5*d.*
" " 3rd and 4th classes			0·85*d.*
Horses by passenger trains each			3*d.*
Four-wheeled carriages "			4½*d.*
Parcels [by passenger trains]			See answers to Inquiry No. 6.
Oxen per [truck]			4*d.* to 6*d.*
Sheep "			3½*d.* to 4½*d.*
Fish per ton			3*d.* to 6*d.*
Coal "			—
Bricks "			None are carried for long distances, 50 miles being about the maximum. 1*d.* to 1¼*d.*
Manure "			Same remarks apply as to distance. ¾*d.* to 1*d.*
Iron ore "			⅝*d.* to ⅝*d.*
Bar iron "			1 5/16*d.* to 1½*d.*
Iron castings "			1¼*d.* to 2*d.*
Stone "			¾*d.* to 1*d.*
Lime "			—
Salt* "			½*d.* to ¾*d.*
Grain "			1*d* to 1½*d.*
Flour "			1¼*d.* to 1¾*d.*
Timber "			1*d.* to 2*d.*
Hay "			3*d.* to 3½*d.*
Potatoes "			1¼*d.* to 1¼*d.*
Mangold wurzel "			1¼*d.* to 1½*d.*
Goods generally, of the kind now included by the Clearing House under the 1st class			1¾*d.* to 2½*d.*
" " " " " 2nd "			2*d.* to 2¾*d.*
" " " " " 3rd "			3*d.* to 3½*d.*
" " " " " 4th "			3*d.* to 3½*d.*
" " " " " 5th "			3*d.* to 3½*d.*

* Salt is only carried in owners' waggons.

NORTH STAFFORDSHIRE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths [- - -

THE NORTH STAFFORDSHIRE RAILWAY.

	Miles.	Chains.
Macclesfield to Colwich - - -	38	44
North Rode to Willington - - -	40	55
Harecastle to Crewe - - -	8	68
Lawton Junction to Sandbach - -	6	44
Stone to Norton Bridge - - -	3	56
Rocester to Ashbourne - - -	6	70
Stoke to Uttoxeter - - - -	16	50
Biddulph Branch - - - -	13	65
Burton Branch - - - -	4	9
Newcastle, Silverdale, and Apedale Branches	4	79
Hanley Branch - - - -	1	17
Froghall Branch - - - -	1	0
	146	77

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles.	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles.	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for loading and unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
	s. d.								
Bricks, *common*	2 0	4 tons	10 miles	1½d.					
Cannel	1 6	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Chromate ores	No traffic.								
Cinders	1 8	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Clay	2 0	4 tons	10 miles	1½d.					
Coal	1 6	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Coke	1 8	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Compost	No traffic.								
Coprolites, *for manure*	No traffic.								
Culm	Same as coke.								
Draining pipes and tiles (*com. for agricultural draining*).	2 0	4 tons	10 miles	1½d.					
Dross	No traffic.								
Fire bricks and clay	2 0	4 tons	10 miles	1½d.					
Flagstones	2 0	4 tons	10 miles	1½d.					
Granite, *undressed*	No traffic.								
Gravel	No traffic.								
Iron ore	1 8	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Iron, *pig*	2 0	4 tons	10 miles	1½d.					
Ironstone	2 8	4 tons	6 miles	6 to 18 miles 1d. 20 to 36 miles 7/8d. 38 to 50 miles 5/6d.					
Lime	2 0	4 tons	10 miles	1½d.					
Manure, *in bulk*	No traffic.								
Materials for road repairs.	No local traffic; would be same as coal.								
Peat	No traffic.								
Potters' earth	No local traffic.								
Pyrites	No local traffic; would be same as iron ore.								
Salt, *rock and unmanufactured.*	No local traffic.								
Salt, *in bulk*, including manufactured salt, when so carried.	We do not find wagons for this traffic.								
Sand	2 0	4 tons	10 miles	1½d.					
Scoriæ	No traffic; would be same as coal.								
Slag	No traffic; would be same as coal.								
Slates, *common*	No local traffic.								
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	2 0	4 tons	10 miles	1½d.					
Sulphur ore	No local traffic.								
Tiles	2 0	4 tons	6 miles	1½d.					
Turf	No traffic; would be same as coal.								
Zinc ore	No traffic locally.								

(b.) Although the existing lines of the North Staffordshire Railway, the lines to which this return refers, extend over 147 miles, the longest length over which traffic can be conveyed in one direction is only 48 miles 51 chains, say from Willington to Colwich *viâ* Stoke.

(c.) No fixed or special sum is ever set aside for terminal or station accommodation. The terminals will entirely depend upon the quantity and the nature of the traffic to be conveyed, the amount of shunting to be performed, the time the sidings will be occupied, and many other circumstances.

(c.) The terminal is in all cases included in the foregoing charges.

(d.) The railway company do not undertake the loading or unloading of any of these articles.

(d.) The cost of loading and unloading is not included in the foregoing charges.

GENERAL REMARKS.

(a.) The minimum charge per ton for each article for the shortest distance.

The rate given is not the minimum charge per ton which the company charge for each article for the shortest distance, but is the highest rate of freight they demand under any circumstances. As an illustration: the company are now carrying bricks a distance of 12 miles in large quantities, say in train loads, for 6s. per truck load, which is equivalent to 6d. per ton.

Limestone.—The whole of the limestone carried over the North Staffordshire Railway is brought from the Cauldron Low Quarries, near Froghall, which were the property of the Trent and Mersey Canal, but, since the amalgamation, are now in the possession of the North Staffordshire Company. The limestone is said to be peculiarly suitable for use as a flux in the manufacture of pig iron, and immense quantities are exported to South Staffordshire. The average price of the stone delivered, say, at Etruia Station, near Earl Granville's iron works, a distance of 36 miles from the quarries, is 3s. 6d. per ton. This sum includes the value of the stone, the getting, locomotive power, use of waggons, road toll, terminal expenses, and every other charge.

North Staffordshire Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No; but the charges stated are never exceeded.

4. If not, state the nature of the exceptions.

To meet the exigencies of the trade the North Staffordshire Company frequently carry at exceptionally low rates. As an illustration: during a strike of the colliers in North Staffordshire in the summer of 1864, the North Staffordshire Company conveyed coal from the Derbyshire and Leicestershire coal fields at a rate of freight barely in excess of the cost of working expenses. Had the railway company not done so, the colliers' strike would have led to a total stoppage of the potting trade in the Staffordshire potteries district; and more recently, during the strike of the puddlers in the iron trade, the company have carried puddled bars at exceptionally low rates of freight.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No special undertaking is either required or given. The company are bound to deliver within a reasonable time, and the safe and proper working of the traffic necessitates that this shall be done.

8. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours, or one clear day.

9. What charge do you make for demurrage of waggons?

1*s.* 6*d.* per waggon per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common*	Not carried in owners' waggons.						
Cannel	1*s.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Chromate ores	No traffic.						
Cinders	1*s.* 3*d.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Clay	Not carried in owners' waggons.						
Coal	1*s.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Coke	1*s.* 3*d.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Compost	No traffic.						
Coprolites, *for manure*	Do.						
Culm	No traffic; would be same as coke.						
Draining pipes and tiles (*com. for agricultural draining*).	Not carried in owners' waggons.						
Dross	No traffic.						
Fire bricks and clay	Not caried in owners' waggons.						
Flagstones	Do.	do.					
Granite, *undressed*	No traffic.						
Gravel	Do.						
Iron ore	1*s.* 3*d.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Iron, *pig*	Not carried in owners' waggons.						
Ironstone	1*s.* 3*d.*	4 tons	6 miles	6 to 18 miles 1*d.* 20 to 36 miles ¾*d.* 38 to 50 miles ½*d.*			
Lime	No local traffic in owners' waggons.						
Manure, *in bulk*	No traffic.						
Materials for road repairs	No local traffic; would be same as coal.						
Peat	No traffic.						
Potters' earth	No local traffic.						
Pyrites	No local traffic; would be same as iron ore.						
Salt, *rock and unmanufactured.*	No local traffic.						
Salt, *in bulk*, including manufactured salt, when so carried,	2*s.*	4 tons	18 miles	1*d.*			
Sand	No traffic in owners' waggons.						
Scoriæ	No traffic; would be same as coal.						
Slag	Do.	do.					
Slates, *common*	No local traffic.						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	No traffic in owners' waggons.						
Sulphur ore	No local traffic.						
Tiles	No traffic in owners' waggons.						
Turf	No traffic.						
Zinc ore	No local traffic.						

(*b.*) Although the existing lines of the North Staffordshire Railway, the lines to which this return refers, extend over 147 miles, the longest length over which traffic can be conveyed in one direction is only 48 miles 61 chains, say from Willington to Colwich *viâ* Stoke.

(*c.*) No fixed or special sum is ever set aside for terminal or station accommodation. The terminals will entirely depend upon the quantity, and the nature of the traffic to be conveyed, the amount of shunting to be performed, the time the sidings will be occupied, and many other circumstances.

(*c.*) The terminal is in all cases included in the foregoing charges.

General Remarks.

Owners' Waggons.—The only traffic carried (locally) upon the North Staffordshire Railway in owners' waggons is coal, ironstone, iron ore, coke, and salt, in fact the company find waggons for the conveyance of every description of traffic, with the exception of salt, which article is so very injurious to the trucks that it requires a special stock to be kept for its conveyance. Traders upon this line of railway are so satisfied of the advantages to be derived by the company being the owners of the whole of the stock of waggons working upon the line, that within the last 18 months they have sold, and the company have purchased, at least nine-tenths of the entire stock of owners' waggons which were working (locally) upon this line of railway.

North Staffordshire Railway.—Inquiry No. 1.—*continued.*

10*d*. Do the charges include returning empty waggons?
The company have not hitherto made any charge to returning empty waggons.

11. Are the above charges uniformly applied between all all stations on your system of railways?
No; but the charges stated are never exceeded.

12. If not, state the nature of the exceptions.
The same general remark will be a reply to this question as was given to No. 4.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise?
At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time?
No special undertaking is either required or given. The company are bound to deliver within a reasonable time, and the safe and proper working of the traffic necessitates that this shall be done.

15. And to return the empty waggons within a specified time?
And if so, in what time?
The same general remark will be a reply to these questions as was given in No. 14.

16. Do you allow demurrage on owners' waggons when not returned within the specified time?
No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?
Yes.

18. Are junctions considered as stations for this class of traffic?
All North Staffordshire junctions are stations, but they are not considered as stations when through charges are made.

19. If not, state the exceptions.
See reply to No. 18.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?
The waggons are labelled through to their destination, the local charges are made to the junctions, and the company taking the traffic forward is furnished with a declaration giving the names and address of the consignor and consignee, a description of the traffic, the numbers and owners of the waggons, the gross weight, the tare, and the net weight.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions?
None, except such as may be referred to in the general remarks in answer to questions 4 and 12.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a*.)			(*b*.)		(*c*.)		(*d*.)		
	What is the minimum Charge per Ton for each Article for the shortest Distance?	What is the minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification, Appendix CP.	Two shillings per ton. See Note (*a*.) against remarks to Inquiry No. 1.	Two tons.	Six miles.	From 1½*d*. to 1½*d*. per ton per mile.	Although the lines of the North Staffordshire Railway, the lines to which this return refers, extend over 147 miles, the longest length over which traffic can be conveyed in one direction is only 48 miles 51 chains, say from Wellington to Colwich *viâ* Stoke.	No fixed or special sum is ever set aside for terminal or station accommodation. The terminals will entirely depend upon the quantity and the nature of the traffic to be conveyed, the amount of shunting to be performed, the time the sidings will be occupied, and many other circumstances.	Yes.	No special charge is made. We always expect the consignor and consignee to assist in loading and unloading.		None.

North Staffordshire Railway.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	No, but these charges are never exceeded.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	At company's risk, except when the owners wish to accept the risk of carriage, when a reduction in rate of from 5 to 20 per cent. is made.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No special undertaking is either required or given. The company are bound to deliver within a reasonable time, and the safe and proper working of the traffic necessitates that this shall be done.
7. What time is allowed at the stations for loading and unloading this class of traffic?	48 hours, or two days.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	At some stations for an unlimited time, at others for three days, according to the accommodation we are in a position to give.
9. What charge for warehousing is made after the period has expired?	From 2*d.* per package per week to 6*d.* per ton per week, according to the nature of the traffic.
10. What charge do you make for demurrage of waggons?	From 1*s.* 6*d.* to 2*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	We make through rates with every company in Great Britain, except three companies south of the Thames.
12. Are junctions considered as stations for the traffic of articles in this return?	All North Staffordshire junctions are stations, but they are not considered as stations when through charges are made.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The waggons are labelled through to their destination, the local charges are made to the junctions, and the company taking the traffic forward is furnished with a declaration giving the names and address of the consignor and consignee, a description of the traffic, the numbers and owners of the waggons, the gross weight, the tare, and the net weight.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Not in all cases, but we always send by the most expeditious route.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	The shortest mileage rates always apply to the longest route, *i.e.*, the shortest mileage always fixes the rate.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIRST CLASS of the Clearing House Classification. Appendix CP.	Sixpence.	Parcels, 30 miles, 14 lbs. 6*d.*, 28 lbs. 9*d.*, 56 lbs. 1*s.*, 112 lbs. 1*s.* 6*d.*, each. Above 30 miles, 14 lbs. 9*d.*, 28 lbs. 1*s.*, 56 lbs. 1*s.* 6*d.*, 112 lbs. 2*s.* each.	2*s.* 6*d.*, but this charge is only made under the exceptional circumstances stated under Question 4, Inquiry No. 1.	Six miles.	From 1½*d.* to 4*d.* per ton per mile.	Included in the rate.	Yes.	The charge depends entirely upon the amount and the nature of the traffic, but for the class of goods referred to it is always included in the rate, where this company have an appointed staff for the purpose of collecting and delivering goods.	Yes. Congleton, Leek, Cheadle, and several other stations, where we have a cartage from two to four miles.	No.

North Staffordshire Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when the Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND CLASS of the Clearing House Classification. Appendix CP.	The same answer as given in page 93.	The same answer as given in page 93.	3*s.* 4*d.*, but this charge is only made under the exceptional circumstances stated under Question 4, Inquiry No. 1.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix C.P.	The same answer as given in page 93.	The same answer as given in page 93.	4*s.* 2*d.*, but this charge is only made under the exceptional circumstances stated under Question 4, Inquiry No. 1.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP.	The same answer as given in page 93.	The same answer as given in page 93.	5*s.*, but this charge is only made under the exceptional circumstances stated under Question 4, Inquiry No. 1.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.

North Staffordshire Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix C.;	The same answer as given in page 93.	The same answer as given in page 93.	6*s.* 8*d.*, but this charge is only made under the exceptional circumstances stated under Question 4, Inquiry No. 1.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.	The same answer as given in page 93.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	The company have no fixed scale. The traffic is only conveyed under special agreement.										
Basket carriage bodies and Bath chairs, *at company's risk.*	No traffic.										
Caravans, *showmen's and others,*	6*d.* per ton per mile for the first ton, no less charge than for 20 miles. Weights above a ton, 2*d.* per ton per mile additional.										
Carriage bodies, *finished, in cases.*	6*d.* per carriage per mile; no less charge than 5*s.*; generally conveyed by passenger trains.										
Railway carriages, on their own wheels.	6*d.* per carriage per mile; no less charge than 20*s.*										
Boilers of unusual dimensions.	No fixed scale. These are always carried by special agreement.										
Contractors' waggons and materials (*excepting rails and chairs*).	To 50 miles, 3*d.* per ton per mile; no less charge than 5*s.* per ton.										
Furniture, *in mats or loose*	No fixed scale, always carried by special arrangement.										
Furniture, *in vans, carts, or frames.*	No fixed scale, always carried by special arrangement.										
Forgings or castings, above six tons.	No fixed scale, always carried by special arrangement.										
Gunpowder - - -	No local traffic, except such as may be carried under a contract for Her Majesty's War Office.										
Lucifer matches and other inflammable articles.	No fixed scale, always carried by special arrangement.										
Locomotive engines and tenders, on their own wheels.	2*d.* per ton per mile; no less charge than 5*s.* per ton.										
Petroleum and photogenic oil.	No local traffic, carried by special arrangement.										
Railway waggons - -	Under three tons 3*d.* per waggon per mile; over three tons, 4*d.* per waggon per mile. No less charge than 5*s.* per waggon.										
Statuary - - -	No traffic, would be carried under special arrangement only.										
Returned empty packages	Not exceeding 50 miles, 4*d.* per cwt. No less charge than 4*d.* per package for any distance.										
Small parcels - -	6*d.* Parcels, 30 miles - 6*d.* 9*d.* 1*s.* 1*s.* 6*d.*; above 30 miles 9*d.* 1*s.* 1*s.* 6*d.* 2*s.* (14 lbs. 28 lbs. 56 lbs. 112 lbs.)										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

See Question 4, Inquiry No. 1, as an illustration. Many similar cases can be given.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

All the articles are carried at company's risk except by special agreements and the articles enumerated in the Carriers Act, 1 Will. 4. c. 68.

5. If not, state in what respects you depart from this condition.

If the consignor desire that the goods shall be carried at the risk of the owner a reduction in the rate is made ranging from 5 to 20 per cent.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No special undertaking is either required or given. The company are bound to deliver within a reasonable time, and the safe and proper working of the traffic necessitates that this shall be done.

7. What time is allowed at the stations for loading and unloading this class of traffic?

48 hours or two days; but for this class of traffic the loading and unloading in the great majority of cases is done by the company's servants.

North Staffordshire Railway.—Inquiry No. 3.—*continued.*

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

At some stations we warehouse free, at others we charge after three clear days; this depends entirely upon the nature of the traffic and the amount of accommodation the company can afford.

9. What charge for warehousing is made after the period has expired?

At some stations nothing, at others from 2*d.* per package per week, to 6*d.* per ton per week, according to the nature of the traffic.

10. What charge do you make for demurrage of waggons?

No charge where the company have warehouse accommodation, at other stations 1*s.* 6*d.* per waggon per day on N.S. waggons.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

We make through rates with every company in Great Britain, except three companies south of the Thames.

12. Are junctions considered as stations for the traffic of articles in this return?

All North Staffordshire junctions are stations, but they are not considered as stations when through charges are made.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The waggons are labelled through to their destination, the local charges are made to the junctions, and the company taking the traffic forward is furnished with a declaration giving the names and address of the consignor and consignee, a description of the traffic, the numbers and owners of the waggons, the gross weight, the tare, and the net weight.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

No.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

None, except such as may be referred to in the general remarks in answer to Questions 4 and 12, Inquiry No. 1.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Not in all cases, but we always send by the most expeditious route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

The shortest mileage rates always apply to the longest route, *i.e.*, the short mileage always fixes the rate.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

No, with the exception of furniture, which is sometimes carried in owner's vans loaded upon railway company's waggons.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

North Staffordshire Railway Act, 1847	- - - - - -	10 & 11 Vict. c. 108.
„	(Willington Deviation) Act, 1848 - - - -	11 & 12 Vict. c. 66.
„	(Ashbourne Branch) Act, 1848 - - - - -	11 & 12 Vict. c. 83.
„	(Newcastle Branch Extension of Time) Act, 1850 - -	13 & 14 Vict. c. 55.
„	(Railway Branches) Act, 1854 - - - - -	17 & 18 Vict. c. 194.
„	(Railway Act, 1859) Act, 1859 - - - - -	22 & 23 Vict. c. 126.
	(Silverdale and Newcastle Railway) Act, 1859 - - -	22 & 23 Vict. c. 114.
„	(Railway Act, 1860) Act, 1860 - - - - -	23 Vict. c. 42.
„	(Additional Powers) Act, 1863 - - - - -	26 & 27 Vict. c. 158.
„	(Newcastle under Lyme Canal Lease) Act, 1864 - -	27 & 28 Vict. c. 118.
„	(Tunstal Line) Act, 1864 - - - - -	27 & 28 Vict. c. 232.
„	(New Works) Act, 1864 - - - - -	27 & 28 Vict. c. 308.
„	(Railway Branches) Act, 1864 - - - - -	27 & 28 Vict. c. 309.
„	(Potteries Loop Line) Act, 1865 - - - - -	28 & 29 Vict. c. [339.]

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	Nil						*d.* 2·00	*d.* 3·30	*d.* 1·49	*d.* 2·25	Nil	Nil	*d.* 0·99	Nil.
Highest - - -							2*d.*	3*d.*	1½*d.*	2¼*d.*	Nil	Nil	1*d.*	Nil.
Lowest - - -							1*d.*	1¾*d.*	1*d.*	1½*d.*	Nil	Nil	½*d.*	Nil.
Maximum fares allowed by Act of Parliament.							2*d.*	—	1½*d.*	—	—	—	1*d.*	—

North Staffordshire Railway.—Inquiry No. 5.—*continued.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Highest fares do not exceed the maximum.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	Distance.	Fares.				
		1st Return.	2nd Return.	1st Ordinary.	2nd Ordinary.	Parliamentary.
	Miles. chains.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Derby to Clifton - -	28 34	4 0	3 6	2 6	2 0	1 3
„ Ashbourne - -	29 54	4 0	3 6	2 6	2 0	1 3

This reduction is made in consequence of the distance by road being shorter.

Are market tickets issued? If so, between what places and at what proportion of the single fares?

Stations. From	To	Market Fares, Return. 1st Class.	Market Fares, Return. 2nd Class.	Single Fares. 1st Class.	Single Fares. 2nd Class.
		s. d.	*s. d.*	*s. d.*	*s. d.*
Burslem -	Uttoxeter	3 0	2 6	3 3	2 5
Stoke - -	„	3 0	2 6	2 9	2 1
Hanley - -	„	3 0	2 6	3 2	2 5
Newcastle - -	„	3 6	3 0	3 1	2 4
Longton - -	„	3 0	2 6	2 5	1 9
Burslem - -	Leek	3 0	2 6	3 6	2 8
Stoke - -	„	3 0	2 6	3 6	2 8
Hanley - -	„	3 0	2 6	3 6	2 8
Newcastle - -	„	3 6	3 0	3 10	2 11
Longton - -	„	3 0	2 6	3 6	2 8
Clifton - -	Derby	—	2 6	—	2 0
Ashbourne - -	„	—	2 6	—	2 0

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - -
„ „ ordinary passenger trains „ - - - - 24 miles per hour.
„ „ parliamentary „ „ - - - - 22 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class; the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

The bulk of our excursion traffic is with the under-mentioned places. We have given the results of the trains run from 1st May to 30th September 1864, the traffic in that year showing a good average. In the cases of Chester and Rhyl, &c. and Alton the trains ran weekly; in the others only on special occasions.

Average speed, including stoppages, 20 miles per hour.

Excursions to	Average Number of Passengers carried in each Train. 1st Class.	Average Number of Passengers carried in each Train. Covered Carriages.	Average Fares per Mile. 1st Class.	Average Fares per Mile. Covered Carriages.
			d.	*d.*
Chester, Rhyl, and other stations in North Wales -	22	136	$1\frac{3}{4}$	1
Alton - - -	26	274	1	$0\frac{1}{2}$
Belle Vue - - -	12	832	$1\frac{1}{2}$	1
Liverpool - - -	9	614	$1\frac{1}{2}$	$0\frac{3}{4}$
Birmingham - - -	6	198	2	1
Birkenhead - - -	9	740	$1\frac{1}{2}$	$0\frac{1}{2}$

The reduction in the Alton fares is in consequence of the distance by road being shorter.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Parcels by goods trains.—The parcels rates are so numerous and are modified by so many varying circumstances that we cannot do more than give an approximated scale of the charges made, say,—

Miles.	Not exceeding 28 lbs.	Not exceeding 56 lbs.	Not exceeding 112 lbs.
	s. d.	*s. d.*	*s. d.*
10	0 6	0 6	0 9
20	0 6	0 9	1 0
30	0 9	1 0	1 3
50	1 0	1 3	1 6

Above 112 lbs. the parcels rate is charged until the tonnage rate applies.

North Staffordshire Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding 50*l.* each in value	See Scale of Charges attached.	
Do. 2 do. do.		
Do. 1 do. do.		
Two-wheeled carriages		
Four do. do.		
Dogs		

What is the rate of insurance on horses exceeding the above-mentioned values?
5*l.* per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distance and charges.

Scale of Local Mileage Charges for the Conveyance of Horses, Carriages, &c., from 1st March 1865 until further notice.

Not Exceeding Miles.	Horses. 1	2	3	Carriages.	Not Exceeding Miles.	Horses. 1	2	3	Carriages.
	s. d.	*s. d.*	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*	*s. d.*
15	5 0	10 0	15 0	7 6	58	20 0	36 0	48 0	24 6
16	6 0	11 0	15 6	7 6	59	20 6	37 0	49 6	25 0
17	6 6	11 6	16 0	7 6	60	20 6	37 0	49 6	25 0
18	7 0	13 0	17 0	7 6	61	21 0	38 0	50 6	26 0
19	7 0	13 0	17 0	8 0	62	21 6	39 0	52 0	26 0
20	7 6	13 6	18 0	8 6	63	21 6	39 0	52 0	26 6
21	7 6	13 6	18 0	9 0	64	22 0	40 0	53 0	27 0
22	8 0	14 6	19 6	9 6	65	22 6	40 6	54 0	27 6
23	8 0	14 6	19 6	10 0	66	22 6	40 6	54 0	28 0
24	8 6	15 6	20 6	10 0	67	23 0	41 6	55 6	28 0
25	9 0	16 6	22 0	10 6	68	23 6	42 6	56 6	28 6
26	9 0	16 6	22 0	11 0	69	23 6	42 6	56 6	29 0
27	9 6	17 6	23 0	11 6	70	24 0	43 6	57 6	29 6
28	10 0	18 0	24 0	12 0	71	24 6	44 6	59 0	30 0
29	10 0	18 0	24 0	12 6	72	25 0	45 0	60 0	30 0
30	10 6	19 0	25 6	13 0	73	25 0	45 0	60 0	31 0
31	11 0	20 0	26 6	13 0	74	25 6	46 0	61 6	31 0
32	11 6	21 0	27 6	13 6	75	26 0	47 0	62 6	31 6
33	11 6	21 0	27 6	14 0	76	26 0	47 0	62 6	32 0
34	12 0	22 0	29 0	14 6	77	26 6	48 0	64 0	32 6
35	12 6	22 6	30 0	15 0	78	27 0	49 0	65 0	33 0
36	13 0	23 6	31 6	15 0	79	27 0	49 0	65 0	33 0
37	13 0	23 6	31 6	16 0	80	27 6	49 6	66 0	33 6
38	13 6	24 6	32 6	16 0	81	28 0	50 6	67 6	34 0
39	14 0	25 6	33 6	16 6	82	28 0	50 6	67 6	34 6
40	14 0	25 6	33 6	17 0	83	28 6	51 6	68 6	35 0
41	14 6	26 0	35 0	17 6	84	29 0	52 6	69 6	35 0
42	15 0	27 0	36 0	18 0	85	29 0	52 6	69 6	36 0
43	15 0	27 0	36 0	18 0	86	29 6	53 0	71 0	36 0
44	15 6	28 0	37 6	18 6	87	30 0	54 0	72 0	36 6
45	16 0	29 0	38 6	19 0	88	30 6	55 0	73 6	37 0
46	16 0	29 0	38 6	19 6	89	30 6	55 0	73 6	37 6
47	16 6	30 0	39 6	20 0	90	31 0	56 0	74 6	38 0
48	17 0	31 0	41 0	20 0	91	31 6	57 0	75 6	38 0
49	17 0	31 0	41 0	21 0	92	31 6	57 0	75 6	38 0
50	17 6	31 6	42 0	21 0	93	32 0	58 0	77 0	39 0
51	17 6	31 6	42 0	21 6	94	32 6	58 6	78 0	39 6
52	18 0	32 6	43 6	22 0	95	32 6	58 6	78 0	40 0
53	18 0	32 6	43 6	22 6	96	33 0	59 6	79 6	40 0
54	18 6	33 6	44 6	23 0	97	33 6	60 6	80 6	41 0
55	19 0	34 6	45 6	23 0	98	33 6	60 6	80 6	41 0
56	19 6	35 0	47 0	23 6	99	34 0	61 6	81 6	41 6
57	19 6	35 0	47 0	24 0	100	34 6	62 0	83 0	42 0

Return Tickets for Horses.—Available for the day of issue only, are charged at a fare and a half.
Race Horses in Vans.—To be charged the rate for each horse in addition to the rate as for a private carriage.
Mare and Foal.—To be charged one and a half times the rate for a horse.
Entire Horses.—To be charged for as one horse, except when other horses which might be loaded in the same box are required to be excluded and conveyed in another vehicle. In such cases the charge to be as for two horses.

North Staffordshire Railway.—Inquiry No. 7.—*continued.*

Dealers' Horses (in Boxes).—One horse according to the scale; two or more, 3*d.* per horse per mile.

Persons in charge of Horses loaded in boxes are to be charged third-class fares when riding in the boxes; but when travelling otherwise, to pay according to the class of carriage in which they travel; the number of third-class tickets must in no case exceed the number of horses.

Carriages.—When two small carriages consigned to one person can be carried safely upon one truck, they will be charged a fare and a half.

Commercial Travellers' Vans.—When signed for to be conveyed at owner's risk, and not exceeding two tons weight, 6*d.* per mile; when above two tons weight, not to be conveyed by passenger trains.

Bath Chairs.—When conveyed in the guard's van or on the top of a carriage, to be charged one third the rate for a private carriage; when requiring a separate vehicle two thirds of this rate.

Cattle in Horse Boxes.—To be charged for as horses. When more than one stall is required for one animal, the charge to be made as for two horses. A cow and calf to be charged the same rate as a mare and foal.

All fractional parts of a mile are to be charged for as a mile, and no less distance than 15 miles to be charged.

RATES for DOGS and SMALL ANIMALS per PASSENGER TRAIN.

From the 1st January 1865 the following amended rates will come into operation for the conveyance of dogs and small animals by passenger trains to all local and foreign stations.

Dogs.

	s.	d.		s.	d.
Not exceeding 10 miles - - -	0	3	Above 100 and not exceeding 130 miles - -	2	6
Above 10 and not exceeding 20 miles - - -	0	6	„ 130 „ 150 „ - -	3	0
„ 20 „ 40 „ - - -	1	0	„ 150 „ 200 „ - -	4	0
„ 40 „ 80 „ - - -	1	6	„ 200 „ 250 „ - -	5	0
„ 80 „ 100 „ - - -	2	0	„ 250 „ 300 „ - -	6	0

Increasing at the rate of 6*d.* for each additional 50 miles or part of 50 miles.

SMALL ANIMALS BY PASSENGER TRAIN.

Rams.—A charge of 1*d.* per mile each ram to be made, and no less charge than 2*s.* per ram.

Sheep, calves, pigs, and other small animals, except dogs and rams, to be charged as follows, viz.:—Each animal up to 56 lbs. in weight, same as for two dogs. Each animal above 56 lbs. in weight, half parcels rates, but no less charge than as for two dogs.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged on the lines included in your former return for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.* *d.*		*d.*	*d.*	*s.* *d.*		*s.* *d.*	*s.* *d.*	*s.*
Fat cattle - -	6 or 7	5	5	5 0	3	2½	2½	5 0	—	—	—	—
Lean cattle - -	8 or 9	5	5	5 0	5	2½	2½	5 0	—	—	—	—
Sheep - -	20 to 30	5	5	5 0	12	2½	2½	5 0	40 to 60	0 10	0 10	10
Lambs - -	40	5	5	5 0	20	2½	2½	5 0	80 to 100	0 10	0 10	10
Bacon pigs - -	15 to 20	5	5	5 0	9	2½	2½	5 0	30 to 40	0 10	0 10	10
Pork pigs - -	30 to 35	5	5	5 0	9	2½	2½	5 0	60 to 70	0 10	0 10	10
Horses in cattle trucks	No traffic.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations?

The rates are uniform.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations?

The rates are uniform.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

When cattle, implements, or agricultural produce is forwarded over this line of railway, either for the Royal Agricultural Society's shows or for the various county shows, they are always conveyed the double journey for the single fare, provided the cattle, implements, or produce remains the property of the exhibitor, and at owner's risk.

North Staffordshire Railway—*continued.*

Inquiry No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed Table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening and substitute this date at top of the column.

	1848.	1850.	1865.
	d.	*d.*	*d.*
Single passenger fares, 1st class	2·01	2·01	2·00
Do. 2nd class	1·50	1·50	1·49
Do. 3rd class	0·99	0·99	0·99
Horses by passenger trains, each	4	4	See scale of rates attached with Inquiry No. 7.
Four-wheeled carriages - „	5	5	

Rates for the Carriage of Parcels by Passenger Trains, 1865.

For distances of and not exceeding	1 lb.	2 lbs.	3 lbs. to 7 lbs.	7 lbs. to 14 lbs.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1 mile to 30 miles	0 6	0 6	0 6	0 6	0 6	up to 24 lbs. 6*d.*, above 24 lbs. ½*d.* per lb. additional.
31 „ 50 „	0 6	0 6	0 6	0 8	0 9	above 14 lbs. ½*d.* per lb. „
51 „ 100 „	0 6	0 6	0 8	0 10	1 0	„ ¾*d.* „
101 „ 150 „	0 6	0 9	1 0	1 3	1 6	„ 1*d.* „
151 „ 200 „	0 8	1 0	1 3	1 6	1 9	„ 1¼*d.* „
201 „ 250 „	0 9	1 0	1 6	1 9	2 0	„ 1½*d.* „
251 „ 300 „	0 9	1 0	1 6	1 9	2 3	„ 1¾*d.* „
301 „ 400 „	0 9	1 0	1 6	2 0	2 6	„ 2*d.* „
401 „ 550 „	1 0	1 3	1 9	2 6	3 0	„ 2*d.* „
551 and upwards	1 0	1 3	1 9	2 6	3 0	„ 2¼*d.* „

	1848.	1850.	1865.
Parcels - - -	Under 30 miles. ½*d.* per mile per lb. / Over 30 miles. ¾*d.* per mile per lb.	Under 30 miles. 14 lbs. 6*d.* 28 „ 9*d.* 56 „ 1*s.* 112 „ 1*s.* 6*d.* / Over 30 miles. 9*d.* 1*s.* 1*s.* 6*d.* 2*s.*	
Oxen - per head	The average rate per head per mile for oxen would be 0·71*d.*, and for sheep 0·20*d.* per head.		
Sheep - „			
Fish - - - per ton	No local traffic.		
Coal - - „	These rates were (including terminals) from 10 to 15 per cent. higher in 1850 than at the present time. The estimated distance is 50 miles.		*d.* 0·82 in trucks of not less than 4 tons.
Bricks - - „			1·36 „ „ „
Guano and manure, manufactured (stable not carried). „			1·72 in loads of not less than 2 tons.
Iron ore - - „			1·06 „ „ 4 „
Bar iron - - „			1·72 „ „ 2 „
Iron castings - - „			1·72 „ „ 4 „
Stone - - „			1·36 „ „ 4 „
Lime - - - „			1·06 „ „ 4 „
Salt (owners' waggons) „			1·0 „ „ 4 „
Grain - - „			1·98 „ „ 2 „
Flour - - „			1·98 „ „ 2 „
Timber (Measurement, weight) :			
Square, 1·98*d.* - „			1·98 „ „ 2 „
Round, 4·0*d.* - „			4·0 in loads of not less than 30 cwt. per truck.
Hay - - - „			1·98 „ „ 2 tons.
Potatoes - - „			1·98 „ „ 2 „
Mangold wurzel - „			All in railway company's waggons, and including use of ropes and sheets when required.
Goods generally, of the kind now included by the Clearing House under the 1st class / 2nd „ / 3rd „ / 4th „ / 5th „	These are so numerous and various according to circumstances, that it would be impossible to convey anything like a correct idea of the average.		

GLASGOW AND SOUTH-WESTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

	Miles.
Glasgow and South-western	246
Ayr and Maybole	5¼
	251¼

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 0*d.*	3 tons	6 miles	6 to 10 miles, 2*d.* per ton. 10 „ 14 „ 1½*d.* added. 14 „ 24 „ 1*d.* „ 24 „ 50 „ ¾*d.* „ 50 „ 60 „ ½*d.* added to the rate for 24. 60 to 120, &c., ¼*d.* for 60.		Included in the foregoing charge.		Loaded by senders.	
Cannel	Do.	Do.	Do.	6 to 9½ miles, 2*d.* per ton. 9½ „ 12¼ „ no advance. 12¼ „ 14 „ 1*d.* added for any distance between 12¼ and 14. 14 to 24 miles, 1*d.* per ton per mile added. 24 to 50 miles, ½*d.* do. do. 50 „ 60 „ ½*d.* per ton per mile added to the rate for 24 miles. 60 to 120 miles, &c., ¼*d.* per ton added to 60.*		Do.		Do.	
Chromate ores	See Cannel.	Rates the same.							
Cinders	Do.	Do.							
Clay	Do.	Do.							
Coal	Do.	Do.							
Coke	See Bricks.	Do.							
Compost, *for manure*	See Cannel.	Do.							
Coprolites, *for manure*	Do.	Do.							
Culm	Do.	Do.							
Draining pipes and tiles (*com. for agricultural draining*).	See Bricks.	Do.							
Dross	See Cannel.	Do.							
Fire bricks	See Bricks.	Do.							
Flagstones	Do.	Do.							
Granite, *undressed*	Do.	Do.							
Gravel	See Cannel.	Do.							
Iron ore	Do.	Do.							
Iron, *pig*	See Bricks.	Do.							
Ironstone	See Cannel.	Do.							
Lime and limestone	Do.	Do.							
Manure *in bulk*	Do.	Do.							
Materials for road repairs.	Do.	Do.							
Peat	See Bricks.	Do.							
Potter's earth	See Cannel.	Do.							
Pyrites	See Bricks.	Do.							
Salt, *rock and unmanufactured.*	1*s.* 6*d.*	One ton	Under 4 miles.	2*d.* to 3*d.*	1½*d.* to 2¼*d.*	Included in the foregoing charge.			
Salt, *in bulk*, including manufactured salt, when so carried.	Do.	Do.	Do.						
Sand	See Cannel.	Rates the same.							
Scoriæ	Do.	Do.							
Slag	Do.	Do.							
Slates, *common*	1*s.* 6*d.*	One ton	Under 4 miles.	2*d.* to 3*d.*	1½*d.* to 2¼*d.*	Included in the foregoing charge.			
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	See Bricks.	Rates the same.							
Sulphur ore	See Cannel.	Do.							
Tiles	See Bricks.	Do.							
Turf	1*s.* 6*d.*	One ton	Under 4 miles.	2*d.* to 3*d.*	1½*d.* to 2¼*d.*	Included in the foregoing charge.			
Zinc ore	See Cannel.	Rates the same							

* *Note to column* (b.)—Increased rates, being 12½ per cent. added, when the minimum rate is not exceeded.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Uniformly, except in cases of water competition.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twelve working hours for unloading. No specified time for loading.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

Glasgow and South-western Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement;—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Bricks, *common*	7½*d.*	Full waggon loads.	6 miles	6 to 16 miles, 1½*d.* per ton per mile additional. 16 to 50 miles, ⅝*d.* per ton per mile additional.	⅝*d.* per ton per mile additional.	Included in the foregoing charges.	
Cannel	7½*d.*	Do.	6 miles	6 to 16 miles, 1*d.* per ton per mile additional. 16 to 26 miles, ⅝*d.* per ton per mile additional. 26 to 50 miles, ¾*d.* per ton per mile additional.	⅝*d.* per ton per mile additional.	Do.	
Chromate ores	See Cannel.	Rates the same.					
Cinders	Do.	Do.					
Clay	Do.	Do.					
Coal	Do.	Do.					
Coke	See Bricks.	Do.					
Compost, *for manure*	See Cannel.	Do.					
Coprolites, *for manure*	Do.	Do.					
Culm	Do.	Do.					
Draining pipes and tiles (*com. for agricultural draining*).	See Bricks.	Do.					
Dross	See Cannel.	Do.					
Fire bricks	See Bricks.	Do.					
Flagstones	Do.	Do.					
Granite, *undressed*	Do.	Do.					
Gravel	See Cannel.	Do.					
Iron ore	Do.	Do.					
Iron, *pig*	See Bricks.	Do.					
Ironstone	See Cannel.	Do.					
Lime and limestone	Do.	Do.					
Manure, *in bulk*	Do.	Do.					
Materials for road repairs.	Do.	Do.					
Peat	See Bricks.	Do.					
Potters' earth	See Cannel.	Do.					
Pyrites	See Bricks.	Do.					
Salt, *rock and unmanufactured.*	Special class goods.						
Salt, *in bulk*, including manufactured salt, when so carried.	Do.						
Sand	See Cannel.	Rates the same.					
Scoriæ	Do.	Do.					
Slag	Do.	Do.					
Slates, *common*	Special class goods.						
Stone, *in the rough state, building, pitching, paving, kerb or flags.*	See Bricks.	Rates the same.					
Sulphur ore	See Cannel.	Do.					
Tiles	See Bricks.	Do.					
Turf	Special class goods.						
Zinc ore	See Cannel.	Rates the same.					

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — Uniformly.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, in railway companies' waggons only.

18. Are junctions considered as stations for this class of traffic? — No.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — Waggons handed over at the junctions to the other companies to be re-invoiced.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No,

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — On the Kilmarnock and Troon Railway 1½*d.* per ton per mile for coal in owners' waggons, drawn by their own engines.

Glasgow and South-western Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Alabaster	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Alkali	1 6			Do.	Do.					
Alum and alum cake, *in bulk*	1 6			Do.	Do.					
Anchors	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Asphaltum	1 6									
Asphalte apparatus *when sent with asphalte.*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Axles, wheels, and tyres, *railway*	1 6									
Axles, *Bessemer made*	1 6									
Axles, wheels, and tyres, *steel, at owner's risk.*	1 6									
Baggage, *military*	2*d.* per ton per mile.			—	—					
Bar wood	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Bark (tanners'), *packed*	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Barley, *rough*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Barytes	1 6			Do.	Do.					
Baywood	1 6			Do.	Do.					
Beans	1 6			Do.	Do.					
Bessemer made shot, *common*	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Bessemer made armour plates	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Bessemer made rails	1 6			Do.	Do.					
Bessemer made ingots	1 6			Do.	Do.					
Bessemer made rough forgings	1 6			Do.	Do.					
Bleaching powder	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Blocks, *rough, cast steel horn*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Bone ash	1 6									
Bone and horn waste, *in truck loads*	1 6									
Bones, *calcined*	1 6									
Bones, *common, for size or manure*	1 6									
Borings, *iron*	1 6									
Bran	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Brimstone	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Builders' implements, *ladders, planks, scaffold poles, &c.*	1 6			Do.	Do.					
				No less charge than as for one ton per waggon.						
Burr stones	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Cannon balls	2 6			Do.	Do.					
Cement	2 6			Do.	Do.					
Cement stone	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Chains, *large, loose*	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Chalk	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Charcoal, *packed*	1 6			Do.	Do.					
Charcoal, *animal*	1 6			Do.	Do.					
Charubs or locusts, *actual weight*	1 6			Do.	Do.					
Chimney pots, *earthenware, at owner's risk, in full loads*	2 6	One ton.	Under 4 miles.	3*d.* to 4*d.*	3*d.* to 4*d.*	Included in foregoing charge.	Included in foregoing charge.	Included in foregoing charge.	Included in foregoing charge.	No.
China clay	2 6			Do.	Do.					
Clay retorts, *at owner's risk*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Clog blocks, *rough*	1 6			Do.	Do.					
Coal dust, *in bags and casks*	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Coal tar and creosote, *in owner's trucks.*	None carried.									
Cocoa nut refuse, *for manure*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Copperas	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Copper ore	1 6									
Cordwood, *machine weight*	1 6									
Cullet, *in casks*	1 6									
Dari	1 6									
Deals, 2½ *tons per standard, in loads of not less than* 3 *tons.*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Dills	1 6									
Disinfecting powder	1 6									
Drain pipes	1 6									
Earth nuts	1 6									
Emery stone	1 6									
Farina	1 6									
Felloes, naves, and spokes	3 0									
Fire-clay, chimney cans, *at owner's risk, in full loads.*	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Fire-clay vent linings, *at owners' risk, in full loads.*	2 6									
Fire-clay ware, *not otherwise specified, at owner's risk, in full loads.*	2 6									
Fire-wood, prepared, and fire-lighters, *in truck loads of* 3 *tons and upwards.*	1 6									
Flints	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Flint, ground, *packed, in truck loads of* 3 *tons and upwards.*	1 6									
Flooring boards, *in loads of not less than* 3 *tons.*	1 6									
Flour	1 6									
Founders' dust, *packed*	1 6									
Fullers' earth	1 6									
Fustic	1 6									
Gas and coal tar, and creosote, *in owner's trucks.*	None carried.			—	—					
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Gas water	1 6			Do.	Do.					
Glue pieces	3 4			4*d.* to 5*d.*	4*d.* to 5*d.*					
Grains, *brewers' and distillers'*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Grain, flour, &c.	1 6			Do.	Do.					
Grindstones, *at owner's risk*	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Guano	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Gurdgeons	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					

Glasgow and South-western Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Gypsum	1 6	One ton.	Under 4 miles.	2*d.* to 3*d.*	1½*d.* to 2½*d.*	Included in foregoing charge.	Included in foregoing charge.	Included in foregoing charge.	Included in foregoing charge.	No.
Hominy	1 6									
Hopwood, *rough, in bundles*	1 6									
Ice, *in 4 ton lots (weight taken at starting point.)*	1 6									
Indian corn	1 6									
Boiler plates, bars, and other undamageable iron.	1 6									
Forgings, *in the rough, not otherwise specified.*	1 6									
Iron retorts	1 6									
Scrap iron	1 6									
Iron spikes, *railway*	1 6									
Lead ore	1 6									
Lathwood	1 6									
Lead, *pig*	1 6									
Leather shavings, *for manure*	1 6									
Mahogany, *in logs*	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Malt	2 6			Do.	Do.					
Malt culms, *actual weight*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Manganese	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Manures, *packed*	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Manure, *shoddy*	1 6									
Meal	1 6									
Millet	1 6									
Muriate of potash	1 6									
Nitrate of soda	1 6									
Oats	1 6									
Ochre	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Oil cake	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Oil cake, *ground*	1 6			Do.	Do.					
Paddy or rice, *in the husk*	1 6			Do.	Do.					
Points and crossings, *railway*	1 6			Do.	Do.					
Patent fuel	1 6			Do.	Do.					
Peas	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Pelts, *wet*	3 0			Do.	Do.					
Pipe clay	2 6			Do.	Do.					
Plaster	1 6									
Pollard	1 6									
Posts and rails *for fencing*	1 6			2*d.* to 3*d.*	1½*d.* to 2¾*d.*					
Postwood, *machine weight*	1 6									
Pozzolano	1 6									
Propwood, *machine weight, not less than 3 ton loads.*	1 6									
Sleepers, *railway, machine weight*	1 6									
Rice, flour, and meal	1 6									
Ropes, *old, including wire ropes*	2 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Rye	1 6									
Sago flour	1 6			2*d.* to 3*d.*	1½*d.* to 2¾*d.*					
Salt, *in bags*	1 6									
Salt, *manufactured*	1 6									
Salt cake	1 6									
Sanitary tubes	1 6									
Sash weights	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Satin white	1 6			2*d.* to 3*d.*	1½*d.* to 2½*d.*					
Sawdust	1 6			Do.	Do.					
Seeds, flax	3 0			3*d.* to 4*d.*	3*d.* to 4*d.*					
Seeds, linseed	3 0									
Seeds, rape	3 0									
Seeds *for crushing for oil*	3 0									
Sharps	3 0									
Shelling	3 0									
Soda	3 0									
Soda ash	3 0									
Soot	1 6			2*d.* to 4*d.*	1½*d.* to 2½*d.*					
Spelter	3 6			3*d.* to 4*d.*	3*d.* to 4*d.*					
Spetches	3 6			Do.	Do.					
Staves	1 6									
Steel plates *for shipbuilding*	1 6									
Stone, *roughly wrought up—as troughs, sinks, &c.*	1 6									
Tares	1 6									
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	1 6									
Timber, *logs or baulks, by weight only.*	1 6									
Tyres (*see axles and wheels*)	1 6			2*d.* to 3*d.*	1½*d.* to 2¾*d.*					
Umber	1 6									
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, watercress, and all others, except as under.*	1 6									
Vegetables *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*	1 6									
Vetches	1 6									
Wheat	1 6									
Wheels, *railway* (*see axles*)	1 6									
Whiting, *in bulk*	1 6									

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — At owner's ris k.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

Glasgow and South-western Railway.—Inquiry No. 2.—*continued.*

7. What time is allowed at the stations for loading and unloading this class of traffic?	Twelve working hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Depends on circumstances.
9. What charge for warehousing is made after the period has expired?	
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	No.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Waggons handed over at the junctions to the other companies to be re-invoiced.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts. If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge of Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and if so, at what Rates?
Acetate of lime, *in casks*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	2*s.* 6*d.*	4 miles and under.	3*d.* to 4*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.* per ton.	In some cases.	An additional charge made when beyond boundary.	No.
Acetate of soda			Do.		Do.						
Acetic acid, *in casks*			3*s.* 4*d.*		4*d.* to 5*d.*						
Ale and porter, *in casks*			3*s.*								
Ammonia, *in casks or iron drums.*			2*s.* 6*d.*		3*d.* to 4*d.*						
Antimony ore			Do.								
Anvils			3*s.*								
Apples, *common*			Do.								
Argols			Do.								
Arm and share moulds			2*s.* 6*d.*								
Ashes, *pot and pearl*			3*s.*								
Asphalte apparatus, *when not sent with asphalte.*			2*s.* 6*d.*								
Bagging, *Surat*			3*s.*								
Barilla			Do.								
Biscuit, *dog*			Do.								
Blubber			Do.								
Blocks, *bobbin*			2*s.* 6*d.*								
Boilers [occupying only one waggon, station to station].			3*s.* 4*d.*		4*d.* to 5*d.*						
Boilers [occupying two or more waggons, station to station].			5*s.*		5*d.* to 7*d.*						
Bomb shells (not loaded)			2*s.* 6*d.*								
Bone and horn waste, *in less quantities than 3 tons.*			Do.		3*d.* to 4*d.*						
Bones, *packed*			Do.								
Bottles, *black and green, or common glass.*			3*s.*								
Broom and brush blocks			2*s.* 6*d.*								
Buffers, *railway*			Do.								
Canada plates			3*s.*								
Cannon			2*s.* 6*d.*								

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
Capstan bars	2d. to 2s. 6d.	According to weight and distance.	2s. 6d.	4 miles and under.	3d. to 4d.	Included in foregoing rate.	Included in foregoing rate.	1s. to 1s. 6d. per ton.	In some cases.	An additional charge made when beyond boundary.	No.
Castings, *heavy, undamageable, at owner's risk, 1 waggon.*			Do.		Do.						
Do. *light*			4s. 2d.		5d. to 7d.						
Cattle food, *prepared*			2s. 6d.		3d. to 4d.						
Chicory root			Do.		Do.						
Cider, *in casks*			3s.		Do.						
Clay retorts [one fifth added if insured, station to station].			1s. 6d.		1½d. to 2d.						
Clog soles, *dressed*			3s.		3d. to 4d.						
Clothes pegs, *packed*			Do.		Do.						
Clover seed, *at owner's risk.*			Do.		Do.						
Cobalt ore			3s. 4d.		4d. to 5d.						
Cocoa nut fibre or husk			2s. 6d.		3d. to 4d.						
Cocoa nut matting			3s.		Do.						
Cotton wool			Do.		Do.						
Crowbars			Do.		Do.						
Cutch			3s. 4d.		4d. to 5d.						
Divi divi			3s.		3d. to 4d.	Do.	Do.	Do.	Do.	Do.	Do.
Doors, *in cases*											
Dyewoods, *not elsewhere specified.*											
Earthenware, *loose, at owner's risk, not less than 1 ton.*											
Earthenware bottles											
Epsom salts, *in casks*											
Esparto or Spanish grass, *not less than 2 tons per waggon.*			2s. 6d.								
Farina, *calcined*			Do.								
Fish, *i.e.*, thoroughly cured white herrings *in brine,*			3s.								
Flint, *ground, packed, under 3 tons.*			2s. 6d.								
Fustic, *ground or chipped.*			Do.								
Gambier			3s. 4d.		4d. to 5d.						
Gasometer sheets [station to station].			1s. 6d.		1½d. to 3d.						
Gooseberries, *unripe*			3s. 4d.		4d. to 5d.	Do.	Do.	Do.	Do.	Do.	Do
Grain and flour, &c., viz.:—											
Groats [station to station].			1s. 6d.		1½d. to 3d.						
Pearl barley			3s.		3d. to 4d.	Do.	Do.	Do.	Do.	Do.	Do.
Pot barley			2s. 6d.								
Shudes			3s.								
Granite, *polished and dressed, in blocks.*			Do.								
Grease			2s. 6d.								
Greaves			3s.								
Grindstones, *at company's risk* [one fifth added when insured].			Do.								
Gunny bags, *old*			3s.								
Gun stocks, *rough*			3s. 4d.		4d. to 5d.						
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			3s.		3d. to 4d.						
Do. do. *loose*			3s. 4d.		4d. to 5d.						
Hoofs and horns, *cow and ox, packed.*			3s.		3d. to 4d.	Do.	Do.	Do.	Do.	Do.	Do.
Hoops, wood and iron			Do.		Do.						
Horn tips, *packed*			Do.		Do.						
Ice, *packed*			Do.		Do.						
Ink, *in crates or casks*			3s. 4d.		4d. to 5d.						
Iron bolts			2s. 6d.		3d. to 4d.						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			3s.								
Iron buoys, buckets, and cisterns.			Do.								
Iron, corrugated			2s. 6d.								
Iron cranework, *of plates in parts, not exceeding 30 feet.*			3s.								
Iron, galvanized [station to station].			1s. 6d.		1½d. to 3d.						
Iron girders, *not exceeding 15 feet in length.*			3s.		3d. to 4d.	Do.	Do.	Do.	Do.	Do.	Do.
Iron hoops, sheets, or other damageable iron.			2s. 6d.								
Iron horse shoes and horse shoe bars.			3s.								
Iron masts, *ships, minimum, one ton per waggon.*			2s. 6d.								
Iron nails			3s.								
Iron nuts			2s. 6d.								
Iron rivets			Do.								
Iron rolls, *cast or wrought, polished, packed or in bags, at owner's risk.*			3s.								
Iron shoe tips			Do.								
Iron spoutings and connexions, *at owner's risk.*			3s. 4d.		4d. to 5d.						
Iron studs			3s.		3d. to 4d.						
Iron staples			Do.		Do.						
Iron tubing			2s. 6d.		Do.						
Iron washers			3s.		Do.						
Iron weights, *for weighing.*			Do.		Do.						
Iron wire, *not damageable*			2s. 6d.		Do.						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and if so, at what Rates?
Iron wire, *galvanized*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	2*s.* 6*d.*	4 miles and under.	3*d.* to 4*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.* per ton.	In some cases.	An additional charge made when beyond boundary.	No.
Jute			Do.		Do.						
Keys, *railway, wooden*			3*s.*		Do.						
Lancewood spars			Do.		Do.						
Laths, *in bundles, ton lots and upwards.*			1*s.* 6*d.*		1½*d.* to 3*d.*						
Lead ashes, *in bags*			2*s.* 6*d.*		3*d.* to 4*d.*						
Lead, sheet			Do.		Do.						
Lead, piping			3*s.*		Do.	Do.	Do.	Do.	Do.	Do.	Do.
Lead, *red and white*			Do.		Do.						
Lime salt			Do.		Do.						
Linseed meal			2*s.* 6*d.*		Do.						
Litharge			1*s.* 6*d.*		1½*d.* to 3*d.*						
Logwood, *ground or chipped.*			2*s.* 6*d.*		3*d.* to 4*d.*						
Marble, *in blocks*			2 3*s.*		Do.						
Metal *sheathing, new or old* [*iron*].			*s.* 6*d.*		Do.						
Millboards			3*s.*		Do.						
Molasses			Do.		Do.						
Muriate of iron, *in casks*			Do.		Do.						
Mustard seed, *for grinding.*			3*s.* 4*d.*		4*d.* to 5*d.*						
Myrobolans			3*s.*		3*d.* to 4*d.*						
Nickel ore			Do.								
Nitrate of lead			2*s.* 6*d.*								
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut			3*s.*			Do.	Do.	Do.	Do.	Do.	Do.
Cod											
Cotton seed											
Lard											
Linseed											
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											
Onions			3*s.* 4*d.*		4*d.* to 5*d.*						
Osiers and twigs, *green and wet.*			3*s.*		3*d.* to 4*d.*						
Paper, coarse, *for wrapping goods or printing newspapers.*											
Paper, *waste*											
Paraffin *wax*											
Pasteboard											
Pears, *common*											
Perry, *in casks*											
Pitch, *in ton lots*			1*s.* 6*d.*		1½*d.* to 3*d.*						
Pumice stone			2*s.* 6*d.*		3*d.* to 4*d.*						
Putty			3*s.*								
Quercitron bark			Do.								
Rags			2*s.* 6*d.*								
Railway springs			Do.								
Rice			3*s.*								
Rosin			Do.								
Rottenstone			2*s.* 6*d.*								
Saltpetre			Do.								
Scrap steel			3*s.*		3*d.* to 4*d.*						
Seal skins, *wet and salted*											
Seeds, *agricultural, at owner's risk.*											
Sheep skins, *in casks*											
Sheep wash, *in casks*											
Shovel moulds											
Shumac											
Silicate of soda											
Size, *in casks*											
Skins, *in casks*											
Slate slabs, *not in cases, at owner's risk.*											
Slate slabs, *in cases*											
Soap											
Spade trees			3*s.* 4*d.*		4*d.* to 5*d.*						
Split pens			2*s.* 6*d.*		3*d.* to 4*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Stannite of soda			3*s.*								
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons,*											
Stearine											
Steel, *blistered*											
Stone, *carved, for building purposes, at owner's risk.*											
Sugar (*raw*), *in casks and bags.*											
Do. (*refined*), do. do.			3*s.* 4*d.*		4*d.* to 5*d.*						
Sulphate of alumina			3*s.*		3*d.* to 4*d.*						
Sulphate of copper			Do.		Do.						
Sulphate of soda			4*s.* 2*d.*		5*d.* to 7*d.*						
Sulphate of zinc			Do.		Do.						
Syrup			3*s.*		3*d.* to 4*d.*						
Tallow			Do.								
Tar			2*s.* 6*d.*								
Terra japonica			3*s.*								
Tiles, *ornamental, encaustic, and tesselated.*			Do.								
Tiles, *roofing, ridge, paving* (*quarries*), *at company's risk.*			2*s.* 6*d.*								
Tin, *in blocks, ingots, and boxes.*			3*s.*								
Treacle			Do.								
Turntables, *in parts*			Do.								
Valonia			Do.								

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
Vegetables, 1 *ton and under* 3 *tons, including all kinds except as follows:—*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	3*s.*	4 miles and under.	3*d.* to 4*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.* per ton.	In some cases.	An additional charge made when beyond boundary.	No.
Vegetables, viz.:— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than* 2 *tons.*			1*s.* 6*d.*		1½*d.* to 3*d.*						
Verjuice, *in casks*			3*s.*		3*d.* to 4*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Vinegar			3*s.* 4*d.*		4*d.* to 5*d.*						
Vitriol stone			2*s.* 6*d.*		3*d.* to 4*d.*						
Washing powder & paste			3*s.*								
Woad											
Wood acid, *in casks*											
Woods, viz.:— Boxwood											
Camwood											
Cedar											
Ebony											
Firewood, *prepared, less than* 3 *tons.*			2*s.* 6*d.*								
Lignum vitæ			3*s.*		1½*d.* to 3*d.*						
Lima wood			Do.		3*d.* to 4*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Maple			Do.		Do.						
Nicaragua, *in ton lots*			1*s.* 6*d.*		1½*d.* to 3*d.*						
Rose wood			3*s.*		3*d.* to 4*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Sapan wood			Do.		Do.						
Satin wood			Do.		Do.						
Snake wood, *in ton lots*			1*s.* 6*d.*		1½*d.* to 3*d.*						
Tulip wood			3*s.*		3*d.* to 4*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Walnut wood											
Zebra wood											
Other furniture woods not specified.											
Zinc, *ingots, &c.*											
Zinc-white, or oxide of zinc											

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only:—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. *d.*								
Agricultural machines and implements, *at owner's risk.*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	4 2	4 miles and under.	5*d.* to 7*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge made when beyond boundary.	No.
Air stoves			4 2		Do.						
Albumen			3 4		4*d.* to 5*d.*						
Ale and porter, *bottled, in cases, casks, and hampers.*			3 4		Do.						
Alkanet root			3 0		3*d.* to 4*d.*						
Alizaine			3 4		4*d.* to 5*d.*						
Aloes			4 2		5*d.* to 7*d.*						
Alva marina or dry sea weed, *for upholsterers' purposes.*			3 4		4*d.* to 5*d.*						
Annatto			3 0		3*d.* to 4*d.*						
Archil			3 0		Do.						
Arrowroot			4 2		5*d.* to 7*d.*						
Arsenic			4 2		Do.						
Bacon and hams, *packed*			3 0		3*d.* to 4*d.*						
Bagging			3 0		Do.						
Baking powder			3 4		4*d.* to 5*d.*						
Bark, *tanners'*			3 0		3*d.* to 4*d.*						
Bass mats			4 2		5*d.* to 7*d.*						
Bedsteads, *wood*			4 2		Do.						
Bedsteads, *iron, in cases or bundles.*			3 0		3*d.* to 4*d.*						
Beef, *in casks*			3 0		Do.						
Besoms, *birch*			3 4		4*d.* to 5*d.*						
Bichrome			3 0		3*d.* to 4*d.*						
Biscuit			3 4		4*d.* to 5*d.*						
Blacking			3 0		3*d.* to 4*d.*						
Black lead			3 0		Do.						
Bladders, *in casks*			3 0		Do.						
Boilers, *under* 1 *ton in* 1 *waggon.*			3 4		4*d.* to 5*d.*						
Boilers, 30 *feet and under* 45 *feet.*			5 0		5*d.* to 7*d.*						
Bone flats			3 0		3*d.* to 4*d.*						
Bones, *loose, other than for size or manure.*			2 6		Do.						
Boracic acid			3 4		4*d.* to 5*d.*						
Borax			3 0		3*d.* to 4*d.*						
Brass			3 4		4*d.* to 5*d.*						
Brass *scrap*			3 4		Do.						
Brass wire			3 4		Do.						
Bread			3 4		Do.						
Bricks, *Bath or Flanders*			3 0		3*d.* to 4*d.*						
Broom and mop handles			3 4		4*d.* to 5*d.*						
Buckles, *brass*			3 4		Do.						
Bump			3 4		Do.						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Butter, *in casks or boxes*			3 0		3*d.* to 4*d.*						
Camata			3 4		4*d.* to 5*d.*						
Camatina			3 4		Do.						
Canary seed			3 4		Do.						
Candles, *except wax*			3 4		Do.						
Candlewick			3 0		3*d.* to 4*d.*						
Canvas			3 4		4*d.* to 5*d.*						
Cardamoms, *in casks*			3 0		3*d.* to 4*d.*						
Carpeting			3 4		4*d.* to 5*d.*						
Caraway seed			3 4		Do.						
Carriage and cart springs, axles, and steps.			3 0		3*d.* to 4*d.*						
Catsup, *in casks*			3 4		4*d.* to 5*d.*						
Chain harrows			3 4		Do.						
Chains and traces			3 0		3*d.* to 4*d.*						
Chains, *small, not exceeding $\frac{5}{8}$ inch, loose.*			3 4		4*d.* to 5*d.*						
Cheese, *packed*			3 0		3*d.* to 4*d.*						
Chicory, *prepared*			3 4		4*d.* to 5*d.*						
Chimney pots, *earthenware, at company's risk.*			3 4		Do.						
China, *in casks or crates*			5 0		5*d.* to 7*d.*						
Chocolate			4 2		Do.						
Cider, *bottled, in cases, casks, or hampers.*			4 2		Do.						
Clod crushers			3 4		4*d.* to 5*d.*						
Clover seed, *at company's risk.*			3 0		3*d.* to 4*d.*						
Cocoa			3 4		4*d.* to 5*d.*						
Cocoa nuts			3 4		Do.						
Codilla			3 4		Do.						
Coffee			4 2		5*d.* to 7*d.*						
Confectionary			4 2		Do.						
Copper			3 4		4*d.* to 5*d.*						
Copper coin			3 4		Do.						
Copper *scrap*			3 4		Do.						
Cordage			3 0		3*d.* to 4*d.*						
Coriander seed			3 4		4*d.* to 5*d.*						
Cotton twist			3 0		3*d.* to 4*d.*						
Cotton waste			3 0		Do.						
Cranberries			3 4		4*d.* to 5*d.*						
Cranework *of wood, and damageable iron, in parts.*			3 4		Do.						
Crenatine			4 2		5*d.* to 7*d.*						
Crucibles, *at owner's risk*			3 4		4*d.* to 5*d.*						
Cudbear			3 0		3*d.* to 4*d.*						
Currants, *grocers'*			4 2		5*d.* to 7*d.*						
Dates			3 4		4*d.* to 5*d.*						
Disinfecting fluid, *in casks or tins.*			3 4		Do.						
Drugs			4 2		5*d.* to 7*d.*						
Drysalteries, *not elsewhere specified, in casks.*			3 0		3*d.* to 4*d.*						
Dyes, *liquid, in casks*			3 4		4*d.* to 5*d.*						
Earthenware, *in casks and crates.*			3 0		3*d.* to 4*d.*						
Edge tools			3 4		4*d.* to 5*d.*						
Eggs, *in crates or boxes*			4 2		5*d.* to 7*d.*						
Emery			3 4		4*d.* to 5*d.*						
Emery paper			3 0		3*d.* to 4*d.*						
Engines, *steam, portable, weighing 3 tons and upwards.*			3 0		Do.						
Felspar			3 0		Do.						
Felt			3 0		Do.						
Figs			4 2		5*d.* to 7*d.*						
Files			4 2		Do.						
Filters, stoneware			3 4		4*d.* to 5*d.*						
Fire-clay ware, *at company's risk, viz.:—*											
Chimney cans, vent linings, and other fire-clay ware *unspecified.*			3 4		Do.						
Fire engines, *steam or otherwise, 3 tons or upwards.*			3 0		3*d.* to 4*d.*						
Fish:—											
Thoroughly cured red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*			3 4		4*d.* to 5*d.*						
Shellfish, *at owner's risk*			3 0		3*d.* to 4*d.*						
Cockles			3 0		Do.						
Limpets			3 0		Do.						
Mussels			3 0		Do.						
Periwinkles			3 0		Do.						
Whelks			3 0		Do.						
Flax			3 0		Do.						
Flax straw, *at owners risk; 30 cwt. per waggon minimum.*			3 4		4*d.* to 5*d.*						
Flax waste			3 0		3*d.* to 4*d.*						
Flocks			3 4		4*d.* to 5*d.*						
Forges, *portable*			3 0		3*d.* to 4*d.*						
Frying pans			4 2		5*d.* to 7*d.*						
Garancine			3 0		3*d.* to 4*d.*						
Ginger			3 4		4*d.* to 5*d.*						
Ginger beer			3 4		Do.						
Glass beads, *in casks or cases.*			3 4		Do.						
Glass, flint, *at sender's risk*			4 2		5*d.* to 7*d.*						
Glass, crown, *in boxes and crates, at sender's risk.*			4 2		Do.						
Glass, window and rough plate, *at sender's risk.*			4 2		Do.						
Glue			3 4		4*d.* to 5*d.*						
Glue pieces, *dry*			3 4		Do.						

2*d.* to 2*s.* 6*d.* — According to weight and distance. — 4 miles and under. — Included in foregoing rate. — Included in foregoing rate. — 1*s.* to 1*s.* 6*d.* — In some cases. — An additional charge made when beyond boundary. — No.

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Goat's hair	2*d.* to 2*s.* 6*d.*	According to weight and distance.	3 0	4 miles and under.	3*d.* to 4*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge made when beyond boundary.	No
Granilla			3 4		4*d.* to 5*d.*						
Granite, *polished and dressed.*			4 2		5*d.* to 7*d.*						
Grapes, foreign, *as imported, at owner's risk.*			4 2		Do.						
Gums, *of all sorts*			3 4		4*d.* to 5*d.*						
Gun barrels, *rough*			3 4		Do.						
Gutta percha, *unmanufactured.*			4 2		5*d.* to 7*d.*						
Hair, *plasterers'*			3 0		3*d.* to 4*d.*						
Hammer heads			3 4		4*d.* to 5*d.*						
Hammer shafts			3 4		Do.						
Hardware, *heavy*			3 4		Do.						
Hay, *hydraulic pressed*			3 0		3*d.* to 4*d.*						
Hay—*station to station, at owner's risk—30 cwt. per waggon, minimum.*			3 0		Do.						
Hearth rugs			3 4		4*d.* to 5*d.*						
Hemp			3 0		3*d.* to 4*d.*						
Hemp seed			3 0		Do.						
Hemp warps, *packed*			3 0		Do.						
Hides, kips, and sheepskins, *green or market at owner's risk.*			3 0		Do.						
Hoes			3 4		4*d.* to 5*d.*						
Hogsheads, *not being returned empties.*			3 4		Do.						
Hoofs and horns, *cow and ox, loose.*			3 0		3*d.* to 4*d.*						
Horn tips, *loose*			3 4		4*d.* to 5*d.*						
Hurdles, *iron or wood*			3 0		3*d.* to 4*d.*						
Ice, *loose*			3 4		4*d.* to 5*d.*						
India-rubber			4 2		5*d.* to 7*d.*						
Iron buckles			3 4		4*d.* to 5*d.*						
Iron hinges			3 4		Do.						
Iron holloware, *in hogsheads.*			3 4		Do.						
Iron liquor			3 0		3*d.* to 4*d.*						
Iron palisades			3 4		4*d.* to 5*d.*						
Iron safes			3 0		3*d.* to 4*d.*						
Iron screws			3 4		4*d.* to 5*d.*						
Iron spoons			4 2		5*d.* to 7*d.*						
Iron wire, *bright*			3 0		3*d.* to 4*d.*						
Ivory black			4 2		5*d.* to 7*d.*						
Japan and tin ware, *in casks or cases.*			4 2		Do.						
Kelp			1 6		1½*d.* to 3*d.*						
Lac, *of all sorts*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	3 4		4*d.* to 5*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge made when beyond boundary.	No.
Lard, *in casks, boxes, and tins.*			3 0		3*d.* to 4*d.*						
Lasts, *packed*			3 4		4*d.* to 5*d.*						
Leather, *undressed*			3 0		3*d.* to 4*d.*						
Lemonade			3 4		4*d.* to 5*d.*						
Lemons			3 4		Do.						
Lemon juice			3 0		3*d.* to 4*d.*						
Lemon peel, *in casks*			3 4		4*d.* to 5*d.*						
Locks			3 4		Do.						
Locomotive tubes			3 4		Do.						
Machinery, *heavy*			3 0		3*d.* to 4*d.*						
Madders			3 0		Do.						
Malt crushers			3 4		4*d.* to 5*d.*						
Marble, *in cases*			3 4		Do.						
Marble, *sawn into slabs*			4 2		5*d.* to 7*d.*						
Mastic			3 0		3*d.* to 4*d.*						
Matches, *wood splints for, packed.*			3 4		4*d.* to 5*d.*						
Matchetts			3 0		3*d.* to 4*d.*						
Mats and matting (*except cocoa-nut matting*).			3 0		Do.						
Mexican fibre			3 4		4*d.* to 5*d.*						
Millstones			3 0		3*d.* to 4*d.*						
Mineral water, *in casks*			3 4		4*d.* to 5*d.*						
Mohair			3 4		Do.						
Moss, *in bales*			3 0		3*d.* to 4*d.*						
Mungo			3 4		4*d.* to 5*d.*						
Munjeet			3 0		3*d.* to 4*d.*						
Naphtha, *in casks or iron drums.*			3 0		Do.						
Netting, *fishing and garden, in bales.*			3 4		4*d.* to 5*d.*						
Nickel			3 4		Do.						
Nuts			4 2		5*d.* to 7*d.*						
Oakum			3 4		4*d.* to 5*d.*						
Oils, *in casks*			3 0		3*d.* to 4*d.*						
Old clothes			3 0		Do.						
Onions			3 4		4*d.* to 5*d.*						
Oranges			3 4		Do.						
Orchilla weed			3 4		Do.						
Osiers and twigs, *brown*			3 0		3*d.* to 4*d.*						
Osnaburgs			3 4		4*d.* to 5*d.*						
Oxalic acid			3 0		3*d.* to 4*d.*						
Paints and colours, *in casks*			3 4		4*d.* to 5*d.*						
Palm leaves			3 4		Do.						
Paper hangings			4 2		5*d.* to 7*d.*						
Pearl shells			4 2		Do.						
Pelts, *dry*			3 4		4*d.* to 5*d.*						
Perry, *bottled, in cases, casks or hampers.*			4 2		5*d.* to 7*d.*						
Piassava			3 4		4*d.* to 5*d.*						
Picker bends			4 2		5*d.* to 7*d.*						
Pins, *metal, in boxes*			4 2		Do.						
Pipes, *empty, not being returned empties.*			3 4		4*d.* to 5*d.*						
Pork, *in casks*			3 4		Do.						
Prussiate of potash			3 4		Do.						
Potatoes, *preserved*			3 0		3*d.* to 4*d.*						
Powder blue			4 2		5*d.* to 7*d.*						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
			s. *d.*								
Printing machines, *at owner's risk.*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	3 4	4 miles and under.	4*d.* to 5*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge made when beyond boundary.	No.
Provisions, *salt*			3 4		Do.						
Prunes			3 4		Do.						
Puncheons, *new, empty*			4 2		5*d.* to 7*d.*						
Quicks, shrubs, and trees			3 0		3*d.* to 4*d.*						
Rabbit skins, *undressed*			3 4		4*d.* to 5*d.*						
Raisins			4 2		5*d.* to 7*d.*						
Ridges, *not declared at owner's risk.*			3 4		4*d.* to 5*d.*						
Ropes, *new*			3 4		Do.						
Sad irons			4 2		5*d.* to 7*d.*						
Safety boxes			3 4		4*d.* to 5*d.*						
Safflower			3 4		Do.						
Sago			3 0		3*d.* to 4*d.*						
Sal ammoniac			3 4		4*d.* to 5*d.*						
Sand paper			3 4		Do.						
Sarsaparilla			3 0		3*d.* to 4*d.*						
Sassafras			3 4		4*d.* to 5*d.*						
Saws			3 4		Do.						
Screw jacks			4 2		5*d.* to 7*d.*						
Screws			3 0		3*d.* to 4*d.*						
Scythe stones, *loose, at owner's risk.*			3 4		4*d.* to 5*d.*						
Scythe stones, *packed*			3 4		Do.						
Seeds, *agricultural at company's risk.*			3 0		3*d.* to 4*d.*						
Sheeps' guts, *in casks*			3 4		4*d.* to 5*d.*						
Shoddy			3 4		Do.						
Shoe pegs			3 4		Do.						
Shot, *small, in bags*			3 4		Do.						
Signal posts, and materials belonging thereto, *not less than* 1 *ton per waggon.*			3 0		3*d.* to 4*d.*						
Silk waste			3 4		4*d.* to 5*d.*						
Sink traps			3 4		Do.						
Sizing			3 0		3*d.* to 4*d.*						
Slates, *writing*			3 4		4*d.* to 5*d.*						
Slate pencils			4 2		5*d.* to 7*d.*						
Smalts			3 0		3*d.* to 4*d.*						
Soda water			3 4		4*d.* to 5*d.*						
Soldiers' clothing			3 0		3*d.* to 4*d.*						
Spades and shovels, *iron*			4 2		5*d.* to 7*d.*						
Spetches, *dry*			3 0		3*d.* to 4*d.*						
Spirit of tar, *in casks or iron drums.*			3 4		4*d.* to 5*d.*						
Starch			3 0		3*d.* to 4*d.*						
Steam ploughs and machinery attached, *when weighing* 3 *tons or more.*			3 4		4*d.* to 5*d.*						
Steel bars and bundles			4 2		5*d.* to 7*d.*						
Stone blue			3 4		4*d.* to 5*d.*						
Stone, *carved for builders' purposes, at company's risk.*			3 4		Do.						
Sugar, *lump, loose*			4 2		5*d.* to 7*d.*						
Sugar mills			3 0		3*d.* to 4*d.*						
Sugar moulds and pans			3 0		Do.						
Sugar of lead			3 0		Do.						
Tarpaulings			3 0		Do.						
Tartaric acid			3 4		4*d.* to 5*d.*						
Terra cotta casts			3 4		Do.						
Tincal			3 4		Do.						
Tinfoil			3 4		Do.						
Tin scrap			3 0		3*d.* to 4*d.*						
Tin ware			4 2		5*d.* to 7*d.*						
Tobacco, *leaf*			3 0		3*d.* to 4*d.*						
Tow			3 0		Do.						
Trenails			3 0		Do.						
Turmeric			3 0		Do.						
Turpentine, *in casks*			3 4		4*d.* to 5*d.*						
Twine			3 4		Do.						
Type, *old*			3 4		Do.						
Umbrella stretchers			3 0		3*d.* to 4*d.*						
Varnish, *in casks and iron drums.*			4 2		5*d.* to 7*d.*						
Vegetables, *above* 3 *and under* 20 *cwts., minimum charge* 3 *cwts.*			3 4		4*d.* to 5*d.*						
Vegetable ivory			3 4		Do.						
Vegetable wax			3 0		3*d.* to 4*d.*						
Verdigris			3 0		Do.						
Vices			3 0		Do.						
Washers			3 0		Do.						
Weft, *cotton*			3 4		4*d.* to 5*d.*						
Weighing machines, *small, at owner's risk.*			3 4		Do.						
Weighing machines, *large*			3 4		Do.						
Whetstones			3 0		3*d.* to 4*d.*						
Window sashes and mouldings, *at owner's risk.*			3 4		4*d.* to 5*d.*						
Wool			3 0		3*d.* to 4*d.*						
Yarn, *coir or hemp*			3 0		Do.						
Yarn, *linen and cotton, packed.*			3 0		Do.						
Yeast			4 2		5*d.* to 7*d.*						
Yellow berries			3 0		3*d.* to 4*d.*						
Zinc sheets			3 4		4*d.* to 5*d.*						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what, Rates?
			s. d.								
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*			3 4		4*d.* to 5*d.*						
Almonds, *in shell*			4 2		5*d.* to 7*d.*						
Aloes			4 2								
Ammonia, *liquid, in carboys*			4 2								
Angelica root			4 2								
Asparagus			4 2								
Bacon and hams, *loose*			3 4		4*d.* to 5*d.*						
Bark, *Peruvian*			4 2		5*d.* to 7*d.*						
Bees' wax			4 2								
Bellows			4 2								
Bells, *of all kinds*			4 2								
Black beer			4 2								
Blankets			4 2								
Blocks, *ships'*			4 2								
Blowing engines			4 2								
Boats or cobles, *minimum charge 1 ton per waggon.*			4 2								
Bobbins			3 0		3*d.* to 4*d.*						
Boilers, *45 feet and above*			5 0		5*d.* to 7*d.*						
Books			4 2		Do.						
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			4 2		Do.						
Bristles			3 0		3*d.* to 4*d.*						
Brooms, broom heads, and brushes.			4 2		5*d.* to 7*d.*						
Buckets and pails			3 4		4*d.* to 5*d.*						
Buckram			4 2		5*d.* to 7*d.*						
Butter, *in casks and tubs*			4 2								
Buttons			4 2								
Calicoes			4 2								
Canada stoves			4 2								
Candied peel			4 2								
Canes, *packed*			4 2								
" rattans, *packed*			3 4		4*d.* to 5*d.*						
Cardamoms			3 0		3*d.* to 4*d.*						
Cards and railway tickets			4 2		5*d.* to 7*d.*						
Carpet bags			4 2								
Cassia lignea			4 2								
Castings, *at company's risk, not otherwise enumerated.*			4 2								
Castor oil, *in boxes*			4 2								
Cheese, *loose*			3 4		4*d.* to 5*d.*						
Clocks, *American and Dutch.*			5 0		5*d.* to 7*d.*						
Clogs, *in casks, cases, or boxes.*			3 4		4*d.* to 5*d.*						
Combs			5 0		5*d.* to 7*d.*						
Confectionery, *in boxes or cases.*			4 2								
Conservatories and hot-houses, *in parts, at owner's risk.*			4 2								
Copper boilers			4 2								
Copper rollers			3 4		4*d.* to 5*d.*						
Cordials and sweets, *in casks or hampers.*			4 2		5*d.* to 7*d.*						
Corkwood			3 4		4*d.* to 5*d.*						
Cotton slops, *in bales*			4 2		5*d.* to 7*d.*						
Cotton stays, *in cases*			4 2		Do.						
Cotton warps, *in bundles*			4 2		Do.						
Cowries			3 0		3*d.* to 4*d.*						
Crinoline steel			4 2		5*d.* to 7*d.*						
Crucibles			3 4		4*d.* to 5*d.*						
Cutlery			4 2		5*d.* to 7*d.*						
Drugs, *in boxes or hampers*			4 2		Do.						
Drysalteries			3 0		3*d.* to 4*d.*						
Fenders			4 2		5*d.* to 7*d.*						
Fire engines — *steam or otherwise — 1 ton and under 3 tons.*			4 2								
Fire escapes, *minimum of 1 ton per waggon.*			4 2								
Fire irons			4 2								
Fish, viz.— *Herrings and sprats in any state not otherwise named.*			4 2								
Kippered salmon. All other fish partially cured, smoked, or dried.			4 2								
Shellfish, say—											
Cockles			3 0		3*d.* to 4*d.*						
Limpets			3 0								
Mussels			3 0								
Periwinkles, and			3 0								
Whelks			3 0								
Oysters			4 2		5*d.* to 7*d.*						
Flannel			4 2		Do.						
Floor cloth, *not exceeding 10 feet in length*			3 4		4*d.* to 5*d.*						
French plums			4 2		5*d.* to 7*d.*						
Fruit, *ripe*			4 2		Do.						
Fur off rabbit skins			5 0		Do.						
Galls			3 0		3*d.* to 4*d.*						
Gas and water meters			3 4		4*d.* to 5*d.*						
Gelatine			4 2		5*d.* to 7*d.*						
Glass, *flint and rough plate*			4 2		Do.						

2*d.* to 2*s.* 6*d.* | According to weight and distance. | Four miles and under. | Included in foregoing rates. | Included in foregoing rates. | 1*s.* to 1*s.* 6*d.* | In some cases. | An additional charge when beyond boundary. | No.

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
			s. d.								
Glass retorts			4 2		5*d.* to 7*d.*						
Goods, *heavy, not specified*			3 4		4*d.* to 5*d.*						
Grates, *polished, at owner's risk.*			4 2		5*d.* to 7*d.*						
Grates, *common*			4 2								
Groceries, *mixed packages*			4 2								
Guns and pistols			4 2								
Gutta percha, *manufactured*			4 2								
Hair, *upholsterers'*			3 4		4*d.* to 5*d.*						
Harness			4 2		5*d.* to 7*d.*						
Hatters' wool			3 4		4*d.* to 5*d.*						
Hides, kips, and sheepskins, *dry, loose.*			3 4		Do.						
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			4 2		5*d.* to 7*d.*						
Honey			4 2								
Hops			4 2								
Hosiery			5 0								
India-rubber goods			4 2								
Indigo			4 2								
Ink, printers'			4 2								
Iron girders, *exceeding 15 feet in length.*			4 2								
Iron pots, *loose*			4 2								
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			4 2								
Iron spoutings and connexions, *at company's risk.*			4 2								
Iron trays			4 2								
Iron wire fencing			3 4		4*d.* to 5*d.*						
Japan and tin ware, *in hampers or crates.*			4 2		5*d.* to 7*d.*						
Joiners' work, *not elsewhere specified*			4 2								
Kamptulicon			4 2								
Knife cleaners			4 2								
Lamp black			3 4		4*d.* to 5*d.*						
Lard, *in casks and tubs*			3 4		Do.						
Leather, *dressed*			3 4		Do.						
Linens, *in bales, boxes, cases, packs and trusses.*			4 2		5*d.* to 7*d.*						
Liquorice			3 4		4*d.* to 5*d.*						
Lithographic stones, *at owner's risk.*			4 2		5*d.* to 7*d.*						
Looms, *at owner's risk*			4 2		Do.						
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*	2*d.* to 2*s.* 6*d.*	According to weight and distance.	3 4	Four miles and under.	4*d.* to 5*d.*	Included in foregoing rates.	Included in foregoing rates.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Mangles			4 2		5*d.* to 7*d.*						
Mattresses (*when not as household furniture*).			4 2								
Meats, *preserved*			4 2								
Mineral water, *in boxes or hampers.*			4 2								
Muskets, *in cases*			3 4		4*d.* to 5*d.*						
Mustard			4 2		5*d.* to 7*d.*						
Nails, *copper and brass*			4 2								
Oil and varnish, *in basketed tins.*			4 2								
Oilcloth table covers			4 2								
Organs			5 0								
Osiers and twigs, *white*			3 4		4*d.* to 5*d.*						
Ovens			4 2		5*d.* to 7*d.*						
Paints and colours, *in hampers and boxes.*			3 4		4*d.* to 5*d.*						
Paper, *fine, writing, blotting, tissue, and fancy.*			4 2		5*d.* to 7*d.*						
Pens, *steel, from makers*			4 2								
Pepper			4 2								
Phosphorus, *in tins, hermetically sealed.*			4 2								
Pickles			4 2								
Pimento			4 2								
Plumbago			4 2								
Rabbit skins, *dressed*			4 2								
Reeds and rushes, *packed*			4 2								
Refiners' sweepings			3 0		3*d.* to 4*d.*						
Rugs, *woollen*			3 4		4*d.* to 5*d.*						
Saddlers' ironmongery			4 2		5*d.* to 7*d.*						
Saddlery			4 2								
Ships' sails			4 2								
Sardines			4 2								
Scales and scale beams			4 2								
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			3 4		4*d.* to 5*d.*						
Scythes			4 2		5*d.* to 7*d.*						
Seal skins, *dry*			4 2								
Shells, *in cases or casks*			4 2								
Sickles			4 2								
Silver ore			5 0								
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			4 2								
Slate slabs, *not in cases, at company's risk.*			3 4		4*d.* to 5*d.*						
Smallwares			4 2		5*d.* to 7*d.*						
Snuff			4 2		Do.						
Scented soap			3 4		4*d.* to 5*d.*						
Spanish juice			3 4		Do.						
Spermaceti, *in boxes*			4 2		5*d.* to 7*d.*						
Stags's horns			4 2		Do.						
Stationery, *general*			4 2		Do.						
Steam engines, *portable, under 3 tons.*			4 2		Do.						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Sugar candy	2*d.* to 2*s.* 6*d.*	According to weight and distance.	4 2	Four miles and under.	5*d.* to 7*d.*	Included in foregoing rates.	Included in foregoing rates.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Tacks			4 2								
Tapes			4 2								
Tapioca			4 2								
Tea			4 2								
Tents or marquees—*minimum 1 ton per waggon, where more than one used.*			4 2								
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*			3 4		4*d.* to 5*d.*						
Thread, *cotton and linen*			3 4		Do.						
Tobacco, *manufactured*			4 2		5*d.* to 7*d.*						
Tonquin beans			5 0								
Toys *of all kinds, in cases*			4 2								
Turnery ware			4 2								
Turpentine, *in basketed tins.*			4 2								
Ultramarine			5 0								
Umbrellas			4 2								
Vegetables, *in lots of 3 cwts., or under*			5 0								
Veneers			4 2								
Venetian blinds			3 4		4*d.* to 5*d.*						
Vinegar, *in cases*			3 4		Do.						
Wadding			4 2		5*d.* to 7*d.*						
Washing and wringing machines, *at owner's risk.*			4 2		Do.						
Watch glasses			3 4		4*d.* to 5*d.*						
Whalebone			3 4		Do.						
Wheels, *coach and carriage, at owner's risk*			3 4		Do.						
Window frames, *cast iron*			5 0		5*d.* to 7*d.*						
Wines and spirits, *in casks and cases* (bottled).			5 0		Do.						
Wines, British, *in casks or hampers* (bottled).			3 0		3*d.* to 4*d.*						
Yarn, *linen and cotton*			3 4		4*d.* to 5*d.*						
Yarn, *packed in cans*			3 4		Do.						
Yarn, *woollen and worsted*											

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What it the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Acetic acid, *in carboys, sender's risk.*	40 miles and under, ¾*d.* each per mile; above 40 miles, ½*d.* each per mile, station to station.		—								
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	4 2	Four miles and under.	5*d.* to 7*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Alabaster ornaments and figures, *packed, at owner's risk.*			5 0								
Almonds, *not in shell*			4 2								
Anchovies			5 0								
Balloons, *at owner's risk*			5 0								
Barèges			5 0								
Baskets			5 0								
Bent wood			5 0								
Bonnet fronts, *at owner's risk.*			5 0								
Book muslin			5 0								
Boothing or stalling			5 0								
Boots and shoes (*including goloshes*), *in hampers.*			4 2								
Bottles, *white glass*			4 2								
Bradford stuff goods			4 2								
Brass pipes			4 2								
Brass tubing (*except locomotive tubes*).			4 2								
Britannia metal goods			4 2								
Bronze powder			4 2								
Busks, *wooden*			4 2								
Butter, *in crocks* (*sender's risk*).			3 4		4*d.* to 5*d.*						
Calenders			4 2		5*d.* to 7*d.*						
Candles, *wax*			5 0		Do.						
Canes and rattans, *loose*			4 2		Do.						
Carboys, *new, empty, glass*			5 0		Do.						
Cards for carding machines, *in boxes only.*			4 2		Do.						

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight.	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Carriage bodies, *unfinished* (*minimum* 5 *cwts*).			5 0								
Catsup, *in bottles*			4 2								
Cheese presses			4 2								
Chimney pots, *zinc*			4 2								
Churns			4 2								
Clogs, *in hampers*			4 2								
Cloth caps			5 0								
Coach trimmings			5 0								
Cobalt			3 4		4*d.* to 5*d.*						
Cochineal			4 2								
Coffins, *metallic*			4 2								
Conservatories and hot-houses, *in parts.*			4 2								
Copper pipes			4 2								
Copper tubing (*except locomotive tubes*).			4 2								
Copying presses			4 2								
Corks and bungs			4 2								
Drapery			5 0								
Dyes, *liquid, in hampers or boxes.*			4 2								
Fenders			4 2								
Fire clay ware, vases, and other ornamental productions.			4 2								
Fish, *salmon, in boxes, prawns, and shrimps.*			1 2								
Floor cloth, *exceeding* 10 *feet long, in case.*			4 2								
Flower roots, *bulbous*			4 2								
Garden plants, *in baskets and mats.*			4 2								
Garden plants, *in pots*			5 0								
Garden seats, *sender's risk*			4 2								
Garden seeds			4 2								
Gilt mouldings, *in cases*			5 0								
Ginger, *preserved*			4 2								
Glass, *crown and window*			4 2								
Goods, *light, not specified*			4 2								
Granite, *polished and dressed, in slabs.*			4 2								
Grapes			4 2								
Grates, *polished, at company's risk.*			5 0								
Gravestones			5 0								
Handmills			4 2								
Hay, *station to station, minimum*, 30 *cwts. per waggon.*			3 2		3*d.* to 4*d.*						
Hay rakes and forks, *in bundles.*			4 2		5*d.* to 7*d.*						
Indigo, extract of			4 2		Do.						
Ink, *in jars or bottles*			4 2		Do.						
Isinglass			4 2		Do.						
Juniper berries			3 4		4*d.* to 5*d.*						
Lamps			4 2		5*d.* to 7*d.*						
Lard			3 0		3*d.* to 4*d.*						
Lint			3 4		4*d.* to 5*d.*						
Lithographic stones, *at company's risk.*			5 0								
Looms			4 2								
Luggage, *trunks, &c.*			4 2								
Maccaroni			4 2								
Machinery, *light*			4 2								
Mangles, *at company's risk*			4 2								
Marble, *in slabs*			4 2								
Meats, *fresh, sender's risk*			4 2								
Merinoes			4 2								
Mistletoe			4 2								
Naphtha, *in tins*			4 2								
Needles, *in boxes*			4 2								
Nutmegs			4 2								
Oils, *in cans, jars, and boxes* (*except castor oil*).			4 2								
Organs and organ work, *in cases, sender's risk.*			5 0								
Paper trays			5 0								
Patterns (*travellers'*)			4 2								
Picture frames, *sender's risk.*			5 0								
Pipes, *smoking*			4 2								
Plated goods			5 0								
Poppyheads			4 2								
Poultry, *dead*			4 2								
Printing machines, *at company's risk.*			4 2								
Quicksilver			5 0								
Quills			5 0								
Rabbits			5 0								
Railway carriages, *new, in cases.*	Conveyed on their own wheels only.										
Reeds and rushes, *loose*			4 2		5*d.* to 7*d.*						
Shafts, *gig*			4 2		Do.						
Spades and shovels, *wooden.*			4 2		Do.						
Silk waste			3 4		4*d.* to 5*d.*						
Spindles			4 2		5*d.* to 7*d.*						
Spirit of tar, *in tins*			4 2		Do.						
Sponge, *in bales*			4 2		Do.						
Sticks			4 2		Do.						
Straw			3 0		3*d.* to 4*d.*						
Straw plait			5 0		5*d.* to 7*d.*						
Stucco figures, *packed, at owner's risk.*			4 2		Do.						
Tamarinds			4 2		Do.						
Tartaretus			4 2		Do.						
Teazles, *imported, packed*			4 2		Do.						

2*d.* to 2*s.* 6*d.* — Charged according to weight and distance. — Four miles and under. — 5*d.* to 7*d.* — Included in foregoing rate. — Included in foregoing rate. — 1*s.* to 1*s.* 6*d.* — In some cases. — An additional charge when beyond boundary. — No.

2*d.* to 2*s.* 6*d.* — Charged according to weight and distance. — 1*s.* to 1*s.* 6*d.* — In some cases. — An additional charge when beyond boundary. — No.

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	4 2	Four miles and under.	5*d.* to 7*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Tongues, *animal*			4 2								
Turpentine, *in cans, jars, and boxes.*			4 2								
Type, *new*			4 2								
Upholsterers' trimmings			4 2								
Varnish, *in tins*			4 2								
Vermicelli			3 4		4*d.* to 5*d.*						
Vinegar			3 4		Do.						
Washing and wringing machines, *at company's risk.*			4 2		5*d.* to 7*d.*						
Wearing apparel, and household linen.			4 2								
Weighing machines, *small*			4 2								
Wheels—*coach and carriage wheels, at company's risk.*			4 2								
Window sashes and mouldings, *at company's risk.*			4 2								
Wines and spirits, *in hampers.*			5 0								
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			5 0								
Wood acid, *in carboys, sender's risk.*	40 miles and under, $\frac{3}{4}$*d.* each per mile; above 40 miles, $\frac{1}{4}$*d.* each per mile, station to station.										
Wood patterns, *for castings.*	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	4 2		5*d.* to 7*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Woollen and worsted goods, not elsewhere specified.			4 2								
Yeast, *small lots*			4 2								
Yeast, *German*			4 2								
Zaffers			4 2								

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Alabaster ornaments and figures.	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	5*s.*	4 miles and under.	5*d.* to 7*d.*	Included in foregoing rate.	Included in foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No
Aluminium			Do.								
Amber			4*s.* 2*d.*								
Basket carriage and gig bodies, *at owner's risk.*											
Bath chairs, *packed, at owner's risk.*											
Billiard tables, slate beds of.											
Bonnet fronts, *at company's risk.*											
Bonnet shapes											
Bonnets											
Chairs, *new, Windsor, and common.*											
China, *in boxes, sender's risk.*			5*s.*								
Cigars											
Cinnamon											
Clocks, *English and French, sender's risk.*											
Cornice poles											
Crape											
Crinolines											
Chandeliers and gaseliers											
Elephants' teeth											
Embroidery											
Engravings											
Feathers											
Fish, fresh, *all sorts not otherwise specified, sender's risk.*			4*s.* 2*d.*								
Fish, shell, *crabs and lobsters.*											
Furniture, *packed in cases and frames, sender's risk, above 5 cwt.*			5*s.*								
Furniture, *in mats or loose, at owner's risk, above 5 cwt.*											
Furs											
Game											

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Glass, *stained, plate, and shades, at owner's risk.*	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	5*s.*	4 miles and under.	5*d.* to 7*d.*	Included in the foregoing rate.	Included in the foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Gloves			Do.		Do.						
Hats, *of all kinds*			10*s.*		10*d.* to 14*d.*						
Ivory			5*s.*		5*d.* to 7*d.*						
Lace			Do.		Do.						
Millinery			Do.		Do.						
Mirrors	Per agreement only.										
Mushrooms	2*d.* to 2*s.* 6*d.*	Charged according to weight and distance.	5*s.*		5*d.* to 7*d.*	Included in the foregoing rate.	Included in the foregoing rate.	1*s.* to 1*s.* 6*d.*	In some cases.	An additional charge when beyond boundary.	No.
Musical instruments, *sender's risk.*			Do.		Do.						
Organ and organ work, *loose, at company's risk.*			6*s.*		6*d.* to 8*d.*						
Papier maché goods											
Parchment											
Perambulators, *in cases, crates, and boxes.*											
Perfumery											
Pianos, *packed, sender's risk.*											
Pictures, *sender's risk*											
Poultry, *alive, sender's risk.*			5*s.*								
Ribbons											
Sewing machines											
Silk, *manufactured*					5*d.* to 7*d.*						
Silk, *raw*											
Sponge, Turkey, *in cases*											
Stucco figures, *packed, at company's risk.*											
Teazles			4*s.* 2*d.*								
Tin ware			Do.								
Tortoise shell											
Turtle											
Velvet, *silk*			5*s.*								
Ventilators											
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*											

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	In carboys. 40 miles and under, ¾*d.* each; above 40 miles, ½*d.* each per mile, station to station. Carried only at sender's risk, which must be arranged before receiving them.										
Basket carriage bodies and Bath chairs, *at company's risk.*	—	—	6*s.*	4 miles and under.	6*d.* to 8*d.*						
Caravans, *showmen's and others.*	—	—	3*s.* 4*d.*	Do.	4*d.* to 5*d.*						
Carriage bodies, *finished, in cases.*	No less charge than as for 5 cwt.		10*s.*	Do.	10*d.* to 14*d.*						
Railway carriages, on their own wheels.	6*d.* per carriage per mile. Minimum charge 20*s.*										
Boilers, of unusual dimensions.	Carried only by special agreement.										
Contractors' waggons and materials (*excepting rails and chairs*).	On company's waggons. Under 100 miles, 3*d.* per ton per mile; above 100 miles, 2*d.* per ton per mile; station to station.										
Furniture, *in mats or loose:*	—	—	5*s.*	4 miles and under.	5*d.* to 7*d.*						
Furniture, *in vans, carts, or frames.*	Gross weight charged. Cart returned free.		Do.	Do.	Do.						
Forgings or castings, above 6 tons.	—	—	2*s.* 6*d.*	Do.	3*d.* to 4*d.*						
Gunpowder	Station to station, at owner's risk, and no less charge than as for one cwt.		5*s.*	Do.	5*d.* to 7*d.*						
Lucifer matches, and other inflammable articles.											
Locomotive engines and tenders, on their own wheels.	Under 100 miles, 2*d.* per ton per mile; above 100 miles, ½*d.* per ton per mile.										
Petroleum and photogenic oil.	Carried only by special agreement.										
Railway waggons, *new*	3*d.* per waggon per mile.										
Statuary	Per agreement only.										
Returned empty packages.	Above 5 cwt.		2*s.* 6*d.*	4 miles and under.	3*d.* to 4*d.*						
Small parcels	From 2*d.* to 2*s.* 6*d.* charged according to distance. Weighing 14 lbs., 28 lbs., 56 lbs., 84 lbs., and 112 lbs.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways? Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

Glasgow and South-western Railway.—Inquiry No. 3.—*continued.*

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	Twelve working hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	No specified time.
9. What charge for warehousing is made after the period has expired?	
10. What charge do you make for demurrage of waggons?	3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	No.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Waggons handed over at the junctions to the other companies to be re-invoiced.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Glasgow and South-western Railway Consolidation Act, 1855. 18 & 19 Vict. c. 97.
The Ayr and Maybole Railway Act, 1854. 17 & 18 Vict. c. 146.
The Maybole and Girvan Railway Act, 1856. 19 & 20 Vict. c. 99.
The Castle Douglas and Dumfries Railway Act, 1856. 19 & 20 Vict. c. 114.
The Ayr and Dalmellington Railway Transfer Act, 1858. 21 & 22 Vict. c. 73.
The Kirkcudbright Railway Act, 1861. 24 & 25 Vict. c. 205.
The Bridge of Weir Railway Act, 1862. 25 & 26 Vict. c. 121.
The Glasgow and South-western Railway (Additional Powers) Act, 1863. 26 & 27 Vict. c. 157.
The Glasgow and South-western Railway (Amalgamations) Act, 1865. 28 & 29 Vict. c. 298.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	No express fares						1·82	2·73	1·35	2·02	·90	1·35	·90	1·35
Highest							2	3	1½	2¼	1	1½	1	1½
Lowest							1·41	2·12	1·06	1·59	·71	1·06	·71	1·06
Maximum fares allowed by Act of Parliament.							3	—	2	—	1½	—	1	—

Glasgow and South-western Railway.—Inquiry No. 5.—*continued.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

——	Fares. 1st. Single.	1st. Return.	2nd. Single.	2nd. Return.	3rd. Single.	3rd. Return.	Distance.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	Miles.
Glasgow and Ayr - - -	6 8	10 0	5 0	7 6	3 3	4 6	40
	Per mile.		Per mile.		Per mile.		
Intermediate stations and stations beyond Ayr and Kilmarnock and stations south.	0 2	—	0 1½	—	0 1	—	—

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

——	Fares. 1st. Single.	1st. Return.	2nd. Single.	2nd. Return.	3rd. Single.	3rd. Return.	Distance.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	Miles.
Glasgow and Kilmarnock - -	4 0	6 0	3 0	4 6	2 0	3 0	33¾

Are market tickets issued? If so, between what places, and at what proportion of the single fares?
None issued.

Give the average speed of trains as follows:—

Average speed of express trains, including stoppages - - - -	33	miles an hour.
„ „ ordinary passenger trains „ - - - -	27	„
„ „ parliamentary „ „ - - - -	20	„

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.
Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.

For Distances.	1 lb.	2 lbs.	7 lbs	14 lbs.	28 lbs.	56 lbs.	84 lbs.	112 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
20 miles and under - -	0 3	0 3	0 3	0 5	0 6	0 7	0 8	0 10
30 „ „ - -	0 3	0 4	0 4	0 6	0 7	0 9	1 0	1 2
40 „ „ - -	0 4	0 4	0 6	0 7	0 9	1 0	1 2	1 4
50 „ „ - -	0 6	0 6	0 8	0 9	1 0	1 2	1 4	1 6
60 „ „ - -	0 6	0 8	0 10	1 0	1 3	1 4	1 6	1 10
70 „ „ - -	0 6	0 8	0 10	1 0	1 3	1 6	1 8	2 0
80 „ „ - -	0 6	0 8	1 0	1 2	1 6	1 9	2 0	2 4
90 „ „ - -	0 6	0 8	1 0	1 4	1 8	2 0	2 4	2 8
Any greater distance - -	0 6	0 8	1 0	1 4	1 10	2 3	2 8	3 0

These rates include delivery within a distance of one mile from the Glasgow and Paisley stations, and three-fourths of a mile from Maybole, Girvan, Ayr, Kilmarnock, Dumfries, Castle Douglas, Kirkcudbright, and various other stations on the company's lines of railways.

Newspapers, periodicals, and books, open at both ends, and prepaid by label, will be charged the following rates (including delivery) between any station on the Glasgow and South-western Railway, excepting Carlisle:—

Under 3 lbs.	7 lbs.	14 lbs.	28 lbs.	56 lbs.
d.	*d.*	*d.*	*d.*	*d.*
1	2	3	4	6

Glasgow and South-western Railway.—Inquiry No. 6.—*continued.*

Labels of one farthing for single newspapers (exclusive of delivery), also of the value of 1*d.*, 2*d.*, 3*d.*, 4*d.*, and 6*d.*, may be obtained from the station masters at the principal stations in quantities of not less than one dozen. Parcels containing packages for different parties will be charged the ordinary parcel rates.

Live Stock.

Small Pigs, under 56 lbs. in weight, in Hampers.				Calves and Sheep.
20 miles and under.	30 miles and under.	48 miles and under.	50 miles and upwards.	
8*d.* each.	10*d.* each.	1*s.* each.	1*s.* 6*d.* each.	The rate is one penny each per mile, and no less charge than one shilling for any distance or any number.
Above 56 lbs. weight, each one-half more.				

By Goods Trains.

	Distance.	Weight.	Rate.
	Shortest distances to 125 miles - -	14 to 112 lbs.	2*d.* to 2*s.* 6*d.*

No exceptions made to above general rates by goods trains.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns:—

	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	No less charge than *s.* *d.*
Horse boxes containing 3 horses, not exceeding £ each in value -	0 7	15 0
„ „ 2 „ „ „ „ -	0 5	10 0
„ „ 1 „ „ „ „ -	0 3	5 0
Two-wheeled carriages - - - - - -	0 4	7 6
Four-wheeled „ - - - - - -	0 6	7 6
		s. *d.*
Dogs - - - - - - - - -	Under 10 miles - -	0 3
	„ 20 „ - -	0 6
	„ 40 „ - -	1 0
	„ 80 „ - -	1 6
	„ 100 „ - -	2 0
	„ 130 „ - -	2 6
	„ 150 „ - -	3 0

What is the rate of insurance on horses exceeding the above-mentioned values?

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The charges for horses and carriages are uniform, the mileage travelled to be taken the same as the amount of the third-class fare at one penny per mile.

Glasgow and South-western Railway—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Train.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains :—

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*s. d.*	*s. d.*				*s. d.*		*s. d.*		*s. d.*
Fat cattle - -	—	1 to 61 miles, 0 6½	1 to 61 miles, 0 5½	5 0	2	Half the rate for a whole waggon.	Ditto.	5 0	—	—	Only one rate.	—
Lean cattle - -	—	62 to 125 miles, 0 6	62 to 125 miles, 0 5									
Sheep - -	—	1 to 61 miles, 0 5½	1 to 61 miles, 0 4½	5 0	12			5 0	—	0 8		7 6
Lambs - -	—	62 to 125 miles, 0 5	62 to 125 miles, 0 4									
Bacon pigs - -	—	1 to 61 miles, 0 6½	1 to 61 miles, 0 5½	5 0	6			5 0	—	—		—
Pork pigs - -	—	62 to 125 miles, 0 6	62 to 125 miles, 0 5									
Horses in cattle trucks	—	—	—	—	—	—	—	—	—	—	—	—

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

	Miles.	Sheep. Waggons. Small.	Sheep. Waggons. Large.	Sheep. Waggons. Double Van.	Cattle, Pigs, and Calves. Waggons. Small.	Cattle, Pigs, and Calves. Waggons. Large.
		£ *s. d.*	£ *s. d.*	£ *s. d.*	£ *s. d.*	£ *s. d.*
Glasgow to Kirkcudbright - -	123	2 1 0	2 11 6	4 2 0	2 11 6	3 1 6
Paisley to Kirkcudbright - -	116	1 19 0	2 8 6	3 17 6	2 8 6	2 18 0
Renfrew to Kirkcudbright - -	120	2 0 0	2 10 0	4 0 0	2 10 0	3 0 0

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

	Miles.	Sheep. Waggons. Small.	Sheep. Waggons. Large.	Sheep. Waggons. Double Van.	Cattle, Pigs, and Calves. Waggons. Small.	Cattle, Pigs, and Calves. Waggons. Large.
		s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Bridge of Weir to Johnstone - -	4	5 0	5 0	7 6	5 0	5 0
Milliken Park to Beith - -	6¼	5 0	5 0	7 6	5 0	5 0
Kilmarnock to Galston - - -	5½	5 0	5 0	7 6	5 0	5 0

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
No, except that no fare is charged for the return journey if they remain the property of the exhibitor.

Glasgow and South-western Railway—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
Single passenger fares, 1st class	We cannot give this information.	Ditto.	1·82*d.*
" " 2nd class			1·35*d.*
" " 3rd class			·90*d.*
Horses by passenger trains - each			*See* Inquiry No. 7.
Four-wheeled carriages - "			Ditto.
Parcels			*See* Inquiry No. 6.
Oxen - per waggon			1 to 61 miles inclusive, small size, 5½*d.*, large size, 6½*d.* per mile; 62 to 125 miles inclusive, small size, 5*d.*, large size, 6*d.* per mile.
Sheep - "			1 to 61 miles inclusive, small size, 4½*d.* large size, 5½*d.* per mile; 62 to 125 miles inclusive, small size, 4*d.*, large size, 5*d.* per mile.
Fish (fresh) - per ton			98 to 112 miles, 3½*d.* per ton per mile; 115 to 123 miles, 3¼*d.* per ton per mile.
Coal - "			6 to 9½ miles, 2*d.* per ton; 9½ to 12¼ miles, no advance; 12¼ to 14 miles, 1*d.* added for any distance between 12¼ and 14; 14 to 24 miles, 1*d.* per ton per mile added; 24 to 50 miles, ½*d.* per ton per mile added; 50 to 60 miles, ½*d.* per ton per mile added to the rate for 24; 60 to 120 miles, ¼*d.* per ton per mile added to the rate for 60.
Bricks - "			6 to 10 miles, 2*d.* per ton; 10 to 14 miles, ½*d.* per ton added; 14 to 24 miles, 1*d.* per ton added; 24 to 50 miles, ⅝*d.* per ton added; 50 to 60 miles, ⅝*d.* added to the rate for 24; 60 to 120, &c., ¼*d.* added to rate for 60, increased rates being 12½ per cent. added when the minimum rate is not exceeded.
Manure - "			Rates same as coal.
Iron ore - "			Ditto.
Bar iron - "			98 to 123 miles, 2*d.* per ton per mile.
Iron castings (heavy, undamageable) - "			Same as bar iron.
Stone - "			Hewing stones, *see* Bricks; Rubble stones, *see* coal.
Lime - "			Same as coal.
Salt - "			88 to 112 miles, 1½*d.* per ton per mile; 115 to 123 miles, 1¼*d.* per ton per mile.
Grain - "			Same as salt.
Flour - "			Ditto.
Timber (not less than three tons) - "			Ditto.
Hay (press-packed) - "			98 to 123 miles, 2¼*d.* per ton per mile.
Potatoes - "			Old, same as salt; new, same as bar iron.
Mangold wurzel - "			Same as salt.
Goods generally, of the kind now included by the Clearing House under the 1st class			98 to 123 miles, 2*d.* per ton per mile.
" " " " 2nd "			98 to 123 miles, 2¼*d.* per ton per mile.
" " " " 3rd "			98 to 123 miles, 2¾*d.* per ton per mile.
" " " " 4th "			98 to 112 miles, 3½*d.* per ton per mile; 115 to 123 miles, 3¼*d.* per ton per mile.
" " " " 5th "			98 to 112 miles, 5*d.* per ton per mile; 115 to 123 miles, 5*d.* per ton per mile.

LONDON AND SOUTH-WESTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The London and South-western Railway, 490 miles.
Lines worked—

Staines, Woking, and Wokingham	
Salisbury and Yeovil	
Exeter and Crediton	
Exmouth	101 ,,
Bishops Waltham	
Lymington	
Christchuch	

591 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) It is included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay	2*s.*	4 tons	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1¼*d.* per ton per mile.	Varies with circumstances.	In some cases.	9*d.* per ton	Yes.
Coal Coke	1*s.* 6*d.*	4 tons	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1*d.* per ton per mile.	Ditto	Ditto	Company do not unload coal; if loaded from barges, from 4*d.* to 6*d.* per ton is charged.	Yes.
Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig*	2*s.*	4 tons	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1¼*d.* per ton per mile.	Ditto	Ditto	9*d.* per ton.	Yes.
Iron stone Lime and limestone	2*s.*	4 tons	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1¼*d.* per ton per mile.	Ditto	Ditto	9*d.* per ton	Yes.
Manure, *in bulk*	2*s.*	4 tons	Up to 24 miles.	About ⅞*d.* per ton per mile.	About ¾*d.* per ton per mile.	Ditto	Ditto	Company do not load or unload.	—
Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	2*s.*	4 tons	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1¼*d.* per ton per mile.	Ditto	Ditto	9*d.* per ton	Yes.

London and South-western Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No, as the circumstances vary, so the charges between different points or for particular descriptions of traffic vary.

4. If not, state the nature of the exceptions.

The nature of the exceptions is, for example, where traffic is conveyed for long distances, such as clay conveyed from Poole to London, a distance of 120 miles, the charge in that case being one halfpenny per ton per mile, exclusive of terminal charges: Again, coal, bricks, &c. conveyed for long distances are conveyed at reduced rates.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk.

6. If not, state in what respects you depart from this condition.

See No. 5.

7. Do you undertake to deliver this class of traffic within a specified time?

No, but the same despatch is given to this description of traffic as to any other.

8. What time is allowed at the stations for loading and unloading this class of traffic?

48 hours.

9. What charge do you make for demurrage of waggons?

3*s.* per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common (not conveyed in owners' waggons in practice).*							
Cannel							
Chromate ores							
Cinders							
Clay	1*s.* 8*d.*	4 tons.	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1½*d.* per ton per mile.	Varies with circumstances.	In some cases.
Coal							
Coke	1*s.* 3*d.*	4 tons.	Up to 8 miles.	About 1*d.* per ton per mile.	About ¾*d.* per ton per mile, and in the case of long distances about ½*d.*	Varies with circumstances.	In some cases.
Compost							
Coprolites, *for manure*							
Culm							
Draining pipes and tiles *(com for agricultural draining).*							
Dross *(not conveyed in owners' waggons in practice).*							
Fire bricks and clay	1*s.* 8*d.*	4 tons.	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1½*d.* per ton per mile.	Varies with circumstances.	In some cases.
Flagstones							
Granite, *undressed*							
Gravel							
Iron ore							
Iron, *pig*							
Iron stone *(not conveyed in owners' waggons in practice).*							
Lime and limestone							
Manure, *in bulk*	1*s.* 8*d.*	4 tons.	Up to 24 miles.	About ⅝*d.* per ton per mile.	About ⅝*d.* per ton per mile.	Varies with cir cumstances.	In some cases.
Materials for road repairs							
Peat							
Potters' earth							
Pyrites							
Salt, *rock, and unmanufactured.*							
Salt, *in bulk,* including manufactured salt, when so carried.							
Sand							
Scoriæ							
Slag	1*s.* 8*d.*	4 tons.	Up to 12 miles.	About 1½*d.* per ton per mile.	About 1½*d.* per ton per mile.	Varies with circumstances.	In some cases.
Slates, *common (not conveyed in owners' waggons in practice).*							
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

10*d.* Do the charges include returning empty waggons?

In all cases where owners' waggons are used the charges include the return of the empty waggons.

11. Are the above charges uniformly applied between all stations on your system of railways?

No.

12. If not, state the nature of the exceptions.

The nature of the exceptions is, for example, where traffic is conveyed for very long distances, and for particular descriptions of traffic.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time?

No, but it is conveyed with as much despatch and regularity as any other traffic.

15. And to return the empty waggons within a specified time?

No.

And if so, in what time?

The waggons are, as a general rule, returned immediately they have been unloaded.

16. Do you allow demurrage on owners' waggons when not returned within the specified time?

No.

London and South-western Railway.—Inquiry No. 1.—*continued.*

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — In general through rates exist.

18. Are junctions considered as stations for this class of traffic? — Not as stations, but as places of interchange.

19. If not, state the exceptions. — See No. 18.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The traffic is consigned to and from the junctions; the waggons go on as if through charges existed, unless where a break of gauge occurs, when the traffic must necessarily be transferred.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried? — See No. 21.

b. Or how otherwise? — See No. 21.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification. Appendix C1.	In some districts 2*s.* 6*d.* up to 10 miles; in other districts 3*s.* 4*d.* up to 20 miles.	Two tons.	Ten or twenty miles respectively.	2*d.* per ton per mile additional up to 30 miles. 1½*d.* above 30 and up to 60 miles. 1¼*d.* " 60 " 90 miles. 1¼*d.* " 90 " 120 miles. 1*d.* " 120 " 150 miles. 1*d.* above 150 miles.	"	Varies as circumstances require.	In some cases.	9*d.* per ton for each service.	Yes.	No such charge is made for either service.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, as a general rule, but in numerous instances lower rates are charged.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — Generally low-priced articles, which will not bear a higher rate.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — At owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No, but no delay in delivery occurs.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours for each service.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — Not generally warehoused.

9. What charge for warehousing is made after the period has expired? — Varies according to circumstances.

10. What charge do you make for demurrage of waggons? — 3*s.* per day.

London and South-western Railway.—Inquiry No. 2.—*continued.*

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes, by mutual agreement when it is necessary and desirable to do so.

12. Are junctions considered as stations for the traffic of articles in this return?
13. If not, state the exceptions, and give an instance of each class of exception. — Not as stations, but as places of interchange.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Local rates are charged. In all other respects the traffic is conveyed throughout without change of waggon in quantities of two tons or upwards.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?
16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No, but special rates are given for large quantities or for certain descriptions of goods, applicable to all parties alike.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Not always, but as a rule by the quickest and most convenient route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — Not as a general rule.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House classification. Appendix C.P.	28 lbs.	Not exceeding 56 lbs. / Not exceeding 84 lbs. / 112 lbs.	3*s.* 4*d.* per ton, station to station.	Six miles.	2*d.* per ton per mile station to station.	Varies with circumstances.	Not in mileage, but in gross rate.	Varies according to description of goods, particular town, or districts.	No.	Exceptions are made for heavy and bulky descriptions, and when cartage is performed beyond usual limits.	Not in practice.
	s. d.	*s. d.* / *s. d.* / *s. d.*									
Not exceeding 20 miles	0 6	0 6 / 0 8 / 0 8									
20 to 40 "	0 6	0 8 / 0 9 / 0 10									
40 to 60 "	0 8	0 10 / 0 10 / 1 3									
60 to 80 "	0 8	0 10 / 1 0 / 1 6									
80 to 100 "	0 8	1 0 / 1 4 / 1 9									
100 to 120 "	0 9	1 0 / 1 8 / 2 0									
120 to 140 "	0 10	1 3 / 1 9 / 2 3									
140 to 160 "	1 0	1 4 / 1 10 / 2 4									
160 to 180 "	1 0	1 6 / 2 0 / 2 6									
180 to 200 "	1 2	1 8 / 2 2 / 2 9									
200 to 220 "	1 4	1 10 / 2 2 /									
Small packages in highest class one-half more than the above rates.											

London and South-western Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND Class of the Clearing House classification. Appendix CP.		Same as articles included in the First Class of the Clearing House classification.	4s. 2d., station to station.	Six miles.	3d. per ton per mile, station to station.	Varies with circumstances.	Not in mileage, but in gross rate.	Varies with description of goods, town, or district.	No.	Exceptions are made for heavy or bulky descriptions, and when cartage is performed beyond usual limits.	Not in practice.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD Class of the Clearing House classification. Appendix CP.		Same as articles included in the First Class of the Clearing House classification.	5s. per ton, station to station.	Six miles.	4d. per ton per mile, station to station.	Varies with circumstances.	Not in mileage, but in gross rate.	Varies according to description of goods, town, or district.	No.	Exceptions are made for heavy or bulky descriptions, or when cartage is performed beyond the usual limits.	Not in practice

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH Class of the Clearing House classification. Appendix CP.		Same as articles included in the First Class of the Clearing House classification.	6s. 8d., station to station.	Six miles.	5d. per ton per mile, station to station.	Varies with circumstances.	Not in mileage, but in gross rate.	Varies with description of goods, town, and districts.	No.	Exceptions are made for bulky or heavy descriptions, and when cartage is performed beyond usual limits.	Not in practice.

London and South-western Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fifth Class of the Clearing House classification. Appendix CP.	Same as articles included in the First Class of the Clearing House classification.		8s. 4d., station to station.	Six miles.	6d. per ton per mile, station to station.	Varies with circumstances.	Not in mileage, but in gross rate.	Varies with description of goods, town, or districts.	No.	Exceptions are made for heavy or bulky goods, and when delivery is made beyond usual limits.	Not in practice.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	The quantities not to be less than 2 tons. All station to station. No less charge than 10s. per ton. Up to 50 miles - - 4d. per ton per mile. 51 to 66 miles - - 16s. 8d. per ton. Over 66 miles - - 3d. per ton per mile.										
Basket carriage bodies and Bath chairs, *at company's risk.*	20 per cent. more than the rates charged on articles in the 5th class of Clearing House classification.										
Caravans, *showmen's and others.*	6d. per mile the first ton, and for the weight above a ton, 2d. per ton per mile in addition, with a minimum charge as for 20 miles. Weights under a ton to be charged as a ton. Station to station.										
Carriage bodies, *finished, in cases.*	Double the rates charged on articles in the 5th class of Clearing House classification. No less charge than as for 5 cwt.										
Railway carriages, on their own wheels.	Sixpence per carriage per mile. Minimum charge 20s. Station to station.										
Boilers of unusual dimensions.	By special agreement only.										
Contractors' waggons and materials (*excepting rails and chairs*).	No less charge than 5s. per ton. Up to 50 miles, d. per ton per mile. 51 to 75 miles, 12s. 6d. per ton. Above 75 miles, 2d. per ton per mile. } Station to station.										
Furniture, *in mats or loose.*	20 per cent. additional to the rates charged on articles in the 5th class of Clearing House classification, when at Company's risk.										
Furniture, *in vans, carts, or frames.*	The rates charged on articles in the 5th class of Clearing House classification, upon gross weight; empties returned free of charge.										
Forgings or castings, above 6 tons.	By special agreement only.										
Gunpowder - -	Double the rates charged on articles in the 5th class of Clearing House classification. Minimum charge, 5s. Station to station.										
Lucifer matches, and other inflammable articles.	In one-ton lots or upwards, the rates for the articles included in the 3rd class of the Clearing House classification. Under one ton, double the rates charged on articles in the 5th class of Clearing House classification. No less charge than for one hundredweight; but no charge to be more than as one ton at the rate for the article in the 3rd class of the Clearing House classification.										
Locomotive engines and tenders, on their own wheels.	Up to 100 miles, 2d. per ton per mile. No less charge than 5s. per ton. All station to station. 101 to 133 miles, 16s. 8d. per ton. Above 133 miles, 1½d. per ton per mile.										
Petroleum and photogenic oil.	By special agreement only.										
Railway waggons -	Under 3 tons weight, 3d. per waggon per mile. Above 3 tons weight, 4d. per waggon per mile. If above 50 miles, 3d. per waggon per mile. No less charge than 5s. per waggon. All station to station.										
Statuary - -	By special agreement only.										
Returned empty packages.	2d. each. Station to station.										
Small parcels - -	Same as in the First Class of the Clearing House classification.										

London and South-western Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	No, there are numerous exceptions.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	Exceptions may generally be described thus:—Import and export goods from and to Southampton and other ports are charged at lower rates. Goods conveyed for long distances are charged at lower rates.
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	By special risk note, and as respects goods included in the Carriers' Act.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, but within a reasonable time.
7. What time is allowed at the stations for loading and unloading this class of traffic?	The company perform the loading and unloading.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Not generally warehoused.
9. What charge for warehousing is made after the period has expired?	Varies according to circumstances.
10. What charge do you make for demurrage of waggons?	None.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, by mutual agreement, when it is necessary and desirable to do so.
12. Are junctions considered as stations for the traffic of articles in this return? 13. If not, state the exceptions, and give an instance of each class of exception.	Not as stations, but as places of interchange.
14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?	Local rates are charged. In all other respects the traffic is conveyed throughout without change of waggon in quantities of one ton or upwards.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise? 16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No, but special rates are given for large quantities, or for certain descriptions of goods, applicable to all parties alike.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Not always, but as a rule by the quickest and most convenient route.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

4 & 5 Gulielmi IV. c. 88. [1834.]
1 Vict. c. 71. [1837.]
9 & 10 Vict. c. 131. [1846.]

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this Return refers, and state their respective lengths. } London, Brighton and South Coast Railway, 267¾ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

	(a.)			(b.)		(c.)		(d.)	
Name of Article.	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for loading and unloading when done by the Company?	Is it in addition to the foregoing Charges?
Bricks, *common*	s. d. 1 2	2 tons	10 miles	1*d.* per ton per mile.	1*d.* per ton per mile.	6*d.* per ton	No	No loading or unloading performed by the company at all.	Yes.
Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*) Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock and unmanufactured* Salt, *in bulk*, including manufactured salt, when so carried Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb or flags* Sulphur ore Tiles Turf Zinc ore	2 0 1 2 2 0 1 2 2 0 1 2	1 ton 2 tons 1 ton 2 tons 1 ton 2 tons	9 miles 10 miles 9 miles 10 miles 9 miles 10 miles	1½*d.* 1*d.* 1½*d.* 1*d.* 1½*d.* 1*d.*	1½*d.* 1*d.* 1½*d.* 1*d.* 1½*d.* 1*d.*	6*d.* 6*d.* 6*d.* 6*d.* 6*d.* 6*d.*	No No No No No No	„ „ „ „ „ „	Yes. Yes. Yes. Yes. Yes. Yes.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition?

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours, or two clear days.

9. What charge do you make for demurrage of waggons? — 3*s.* per day beyond the 48 hours named under clause 8.

London, Brighton, and South Coast Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance, for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
For the same Articles as in Table (A.) (See preceding page.) No private owners' waggons are sent over the line except for conveyance of coals, for which no reduction in rates is made.							

10*d*. Do the charges include returning empty waggons?
11. Are the above charges uniformly applied between all stations on your system of railways?
12. If not, state the nature of the exceptions.
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?
14. Do you undertake to convey this class of traffic within a specified time?
15. And to return the empty waggons within a specified time?
And if so, in what time?
16. Do you allow demurrage on owners' waggons when not returned within the specified time?

No private owner's waggons are sent over the line, except for conveyance of coals. These waggons are unloaded and returned free of charges; demurrage is not charged upon them.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?

Yes.

18. Are junctions considered as stations for this class of traffic?

Yes.

19. If not, state the exceptions.
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Traffic for which through charges are not given is interchanged at all junctions with other companies under arrangements for its dispatch in the same waggons when in full loads, and for transhipment when in loads of less than two tons.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?
22. Have you any special contracts independent of the foregoing scale of charges or conditions?

We make a small per-centage allowance to three or four of our largest customers, but beyond that we have no contract rates.

London, Brighton, and South Coast Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in Addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Alabaster	1 8	2 tons	10 miles	1*d.* per ton per mile.	1*d.* per ton per mile.	Nil.	Yes.	Not done by the company.	Nil.	
Alkali	1 8	2 „	10 „	1*d.* „	1*d.* „	Nil.	Yes.		Nil.	
Alum and alum cake	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Anchors	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Asphaltum	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	Nil.	
Asphalte apparatus, *when sent with asphalte.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Axles, wheels, and tyres, *railway.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Axles, *Bessemer made*	3 4	Any	9 „	2*d.* „	2*d.* „					
Axles, wheels, and tyres, *steel, at owner's risk.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Baggage, *military*	- -	- -	- -	2*d.* „	2*d.* „					
Bar wood	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Bark (tanners') *packed*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Barley	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Barytes	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Baywood	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Beans	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bessemer made shot	3 4	Any	9 „	2*d.* „	2*d.* „					
Bessemer made armour plates.	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Bessemer made rails	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bessemer made ingots	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Bessemer made rough forgings.	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bleaching powder	5 0	Any	9 „	4*d.* „	4*d.* „					
Blocks, *rough cast steel horn.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Bone ash	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bone and horn waste, *in truck loads.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bones, *calcined*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bones, *common, for size or manure.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Borings, *iron*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Bran	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Brimstone	3 4	Any	9 „	2*d.* „	2*d.* „					
Builders' implements, *ladders, planks, scaffold poles, &c.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Burr stones	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Cannon balls	3 4	Any	9 „	2*d.* „	2*d.* „					
Cement	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Cement stone	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	None.
Chains, *large, loose*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Chalk	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	Yes.	
Charcoal, *packed*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Charcoal, *animal*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Charubs or locusts, *actual weight.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Chimney pots, *earthenware at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
China clay	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Clay retorts, *at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Clog blocks, *rough*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Coal dust, *in bags and casks.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Coal tar and creosote, *in owner's trucks.*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Cocoa nut refuse, *for manure.*	1 8	2 „	10 „	1*d.* „	1*d.* „					
Copperas	3 4	Any	9 „	2*d.* „	2*d.* „					
Copper ore	3 4	„	9 „	2*d.* „	2*d.* „					
Cordwood, *machine weight.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Cullet, *in casks*	3 4	Any	9 „	2*d.* „	2*d.* „	Nil.	Yes.	Nil.	Yes.	
Dari	3 4	„	9 „	2*d.* „	2*d.* „					
Deals, 2½ *tons per standard.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Dills	3 4	Any	9 „	2*d.* „	2*d.* „					
Disinfecting powder	5 0	„	9 „	4*d.* „	4*d.* „					
Drain pipes	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Earth nuts	3 4	1 ton	9 „	2*d.* „	2*d.* „					
Emery stone	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Farina	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Felloes, naves, and spokes.	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Fire-clay chimney cans, *at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Fire-clay vent linings, *at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Fire-clay ware, *not otherwise specified, at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	3 4	Any	9 „	2*d.* „	2*d.* „					

London, Brighton, and South Coast Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) It is included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in Addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. *d.*									
Flints	1 8	2 tons	10 miles	1*d.* per ton per mile.	1*d.* per ton per mile.	Nil.	Yes.	Not done by the company.	—	
Flint, ground, *packed, in truck loads of 2 tons and upwards.*	1 8	2 „	10 „	1*d.* „	1*d.* „	6*d.*	Yes.	Do.	—	
Flooring boards	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Flour	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Founders' dust, *packed*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Fuller's earth	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Fustic	3 4	Any	9 „	2*d.* „	2*d.* „	Nil.	Yes.	Nil.	Yes.	
Gas and coal tar, and creosote, *in owner's trucks.*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Gas water	1 8	2 tons	10 „	1*d.* „	1*d.* „					
Glue pieces, *wet*	3 4	Any	9 „	2*d.* „	2*d.* „					
Grains, *brewers' and distillers'.*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Grain, flour, &c. (*See separate entries*).	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Grindstones, *at owner's risk.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Guano	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Gurdgeons	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Gypsum	3 4	Any	9 „	2*d.* „	2*d.* „					
Hominy	3 4	„	9 „	2*d.* „	2*d.* „					
Hoopwood, *rough, in bundles.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Ice, *in 4 ton lots (weight taken at starting point).*	3 4	Any	9 „	2*d.* „	2*d.* „					
Indian corn	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Boiler plates, bars, and other undamageable iron	3 4	Any	9 „	2*d.* „	2*d.* „					None.
Forgings, *in the rough, not otherwise specified.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Iron retorts	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Scrap iron	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Iron spikes	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Lead ore	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Lathwood	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Lead, *pig*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Leather shavings, *for manure.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Mahogany	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Malt and meal	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Malt culms, *actual weight.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Manganese	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Manures, *packed*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Manure, *shoddy*	1 8	2 tons	10 „	1*d.* „	1*d.* „					
Millet	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Muriate of potash	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Nitrate of soda	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Oats	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Ochre	3 4	Any	9 „	2*d.* „	2*d.* „					
Oil cake	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Oil cake, *ground*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Paddy, or rice *in the husk.*	3 4	Any	9 „	2*d.* „	2*d.* „					
Points and crossings, *railway.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Patent fuel	3 4	Any	9 „	2*d.* „	2*d.* „	Nil.	Yes.	Nil.	Yes.	
Peas, *dried*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Pelts, *wet*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Pipe clay	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Plaster	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Pollard	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Posts and rails *for fencing.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Postwood, *machine weight.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Pozzolano	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Propwood, *machine weight.*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Sleepers, *railway, machine weight.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Rice flour and meal	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Ropes, *old, including wire ropes.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					No.
Rye	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Sago flour	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Salt, *in bags*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Salt, *manufactured*	1 8	2 „	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Do.	—	
Salt cake	3 4	Any	9 „	2*d.* „	2*d.* „					
Sanitary tubes	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Sash weights	3 4	Any	9 „	2*d.* „	2*d.* „					
Satin white	3 4	„	9 „	2*d.* „	2*d.* „					None.
Sawdust	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	

London, Brighton, and South Coast Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Seeds, flax	2 6	1 ton	9 miles.	1½*d.* per ton per mile.	1½*d.* per ton per mile.					
Seeds, linseed	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Seeds, rape	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Seeds, *for crushing for oil.*	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	None.
Sharps	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Shelling	3 4	Any	9 „	2*d.* „	2*d.* „					
Soda	1 8	2 tons	10 „	1*d.* „	1*d.* „					
Soda ash	1 8	2 „	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	No.
Soot	1 8	2 „	10 „	1*d.* „	1*d.* „					
Spelter	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Spetches, *wet*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Staves	2 6	1 „	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Steel plates, *for ship-building*	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Stone, *roughly wrought up—as troughs, sinks, &c.*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Tares	2 6	1 ton	9 „	1½*d.* „	1½*d.* „	Nil.	Yes.	Nil.	Yes.	
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	1 8	2 tons	10 „	1*d.* „	1*d.* „	Nil.	Yes.	Not done by the company.	—	
Timber, *logs or baulks, by measurement*	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Tyres. (*See axles and wheels.*)	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Umber	3 4	Any	9 „	2*d.* „	2*d.* „					
Vegetables, 3 tons and above—*Including cabbage, green peas, new potatoes, water cress, and all others, except as under.*	4 2	„	9 „	3*d.* „	3*d.* „	Nil.	Yes.	Nil.	Yes.	None.
Vegetables in packages, in 2 ton lots—*Including carrots, mangel wurzel, onions, old potatoes, and turnips.*	4 2	„	9 „	3*d.* „	3*d.* „					
Vetches	2 6	1 ton	9 „	1½*d.* „	1½*d.* „					
Wheat	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Wheels, *railway.* (*See axles.*)	2 6	1 „	9 „	1½*d.* „	1½*d.* „					
Whiting	2 6	1 „	9 „	1½*d.* „	1½*d.* „					

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

Within about 24 hours.

7. What time is allowed at the stations for loading and unloading this class of traffic?

48 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

48 hours.

9. What charge for warehousing is made after the period has expired?

Various.

10. What charge do you make for demurrage of waggons?

3*s.* per truck after 48 hours.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

12. Are junctions considered as stations for the traffic of articles in this return?

Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Traffic for which through charges are not given is interchanged at all junctions with other companies under arrangements for its despatch in the same waggons when in full loads, and for transhipment when in loads of less than one ton.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

We make a small per-centage allowance to some of our largest customers, but beyond that we have no contract rates.

London, Brighton, and South Coast Railway.—Inquiry No. 2.—*continued.*

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — As a rule it is, but to the large manufacturing districts in the midland and northern counties it is apportioned as equally as possible.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — Yes, salt.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Acetate of lime, *in casks.*	4*d.*	112 lbs. 8*d.* 1*s.*	2 6	9 miles.	1½	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Acetate of soda			2 6		1½						
Acetic acid, *in casks*			2 6		1½						
Ale and porter, *in casks*			2 6		1½						
Ammonia, *in casks or iron drums.*			2 6		1½						
Antimony ore			2 6		1½						
Anvils			2 6		1½						
Apples			3 4		2						
Argols			2 6		1½						
Arm and share moulds			2 6		1½						
Ashes, *pot and pearl*			2 6		1½						
Asphalte apparatus, *when not sent with asphalte.*			2 6		1½						
Bagging, *Surat*			3 4		2						
Barilla			2 6		1½						
Biscuit, *dog*			3 4		2						
Blubber			2 6		1½						
Blocks, *bobbin*			2 6		1½						
Boilers, *under 30 feet long.*			3 4		2						
Bomb shells (not loaded).			3 4		2						
Bone and horn waste, *in less quantities than 3 tons.*			1 8	10 miles.	1						
Bones, *packed.*			2 6	9 miles.	1½						
Bottles, *black and green, or common glass.*		56 lbs. 6*d.* 9*d.*	3 4		2						
Broom and brush blocks.			2 6		1½						
Buffers, *railway*			2 6		1½						
Canada plates		28 lbs. 4*d.* 6*d.*	3 4		2						
Cannon			3 4		2						
Capstan bars			2 6		1½						
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*			2 6		1½						
Cattle food, *prepared*			3 4		2						
Chicory root			4 2		3						
Cider, *in casks*			2 6		1½						
Clay retorts, *at company's risk.*			3 4		2						
Clog soles, *dressed*			3 4		2						
Clothes pegs, *packed*		Under 40 miles	3 4		2						
Clover seed, *at owner's risk.*		Over 40 "	3 4		2						
Cobalt ore			2 6		1½						
Cocoa nut fibre or husk.			3 4		2						
Cocoa nut matting			3 4		2						
Cotton wool			3 4		2						
Crowbars			2 6		1½						
Cutch			3 4		2						
Divi divi			3 4		2						
Doors, *in cases*			5 0		4						
Dyewoods, *not elsewhere specified*			3 4		2						
Earthenware, *loose, at owners' risk, not less than 1 ton.*			3 4								
Earthenware bottles			3 4		2						
Epsom salts, *in casks*			5 0		4						
Esparto or Spanish grass, *not less than 2 tons per waggon.*			3 4		2						
Farina, *calcined*			2 6		1½						
Fish, *i.e.*, thoroughly cured white herrings *in brine.*			3 4		2						
Flint, *ground, packed under 3 tons.*			1 8	10 miles.	1						
Fustic, *ground or chipped.*			2 6	9 miles.	1½						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Gambier			5 0		4						
Gasometer sheets			3 4		2						
Gooseberries, *unripe*			5 0		4						
Grain and flour, &c., viz:—											
Groats			5 0		4						
Pearl barley			5 0		4						
Pot barley			5 0		4						
Shudes			2 6		1½						
Granite, *polished and dressed, in blocks.*			5 0		4						
Grease			2 6		1½						
Greaves			3 4		2						
Grindstones, *at company's risk.*			2 6		1½						
Gunny bags, *old*			3 4		2						
Gun stocks, *rough*			2 6		1½						
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			3 4		2						
Hoofs and horns, *cow and ox, packed.*			3 4		2						
Hoops, wood and iron			2 6		1½						
Horn tips, *packed*			3 4		2						
Ice, *packed*			3 4		2						
Ink, *in crates or casks*			4 2		3						
Iron bolts			2 6		1½						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			2 6		1½						
Iron buoys, brackets, and cisterns.			2 6		1½						
Iron, corrugated			2 6		1½						
Iron cranework, *of plates in parts, not exceeding 30 feet.*			2 6		1½						
Iron, galvanized			2 6		1½						
Iron girders, *not exceeding 15 feet in length.*			3 4		2						
Iron hoops, sheets, or other damageable iron.			2 6		1½						
Iron horse shoes and horse shoe bars.			2 6		1½						
Iron masts, *ships, minimum, 1 ton per waggon.*			3 4		2						
Iron nails			2 6		1½						
Iron nuts			2 6		1½						
Iron rivets			2 6		1½						
Iron rolls, *cast or wrought, polished, packed or in bags, at owner's risk.*	4*d.*	28 lbs. 4*d.*; 56 lbs. 6*d.*; 112 lbs. 8*d.*; " 6*d.*; " 9*d.*; " 1*s.*		9 miles.		None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Iron shoe tips			2 6		1½						
Iron spoutings and connexions, *at owner's risk.*			2 6		1½						
Iron studs			2 6		1½						
Iron staples			2 6		1½						
Iron tubing			2 6		1½						
Iron washers			2 6		1½						
Iron weights, *for weighing.*			2 6		1½						
Iron wire, *not damageable.*			4 2		3						
Iron wire, *galvanized*			4 2		3						
Jute			3 4		2						
Keys, *railway, wooden*			2 6		1½						
Lancewood spars			2 6		1½						
Laths, *in bundles*			3 4		2						
Lead ashes, *in bags*			2 6		1½						
Lead, sheet and piping			2 6		1½						
Lead, *red and white*			3 4		2						
Lime salt			2 6		1½						
Linseed meal			2 6		1½						
Litharge			3 4		2						
Logwood, *ground or chipped.*			3 4		2						
Marble, *in blocks*			3 4		2						
Metal *sheathing, new or old.*			3 4		2						
Millboards			2 6		1½						
Molasses			3 4		2						
Muriate of iron, *in casks.*			2 6		1½						
Mustard seed, *for grinding,*			3 4		2						
Myrobolans			4 2		3						
Nickel ore			2 6		1½						
Nitrate of lead			3 4		2						
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut			2 6		1½						
Cod			2 6		1½						
Cotton seed			2 6		1½						
Lard			2 6		1½						
Linseed			2 6		1½						
Palm			2 6		1½						
Pine			2 6		1½						
Rapeseed			2 6		1½						
Seal			2 6		1½						
Train			2 6		1½						
Whale			2 6		1½						
Onions *in brine, in ton lots.*			4 2		3						
Osiers and twigs, *green and wet.*			4 2		3						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Paper, coarse, *for wrapping goods or printing newspapers.*			3 4		2						
Paper, *waste*			3 4		2						
Paraffin, *wax*			—		—						
Pasteboard			3 4		2						
Pears, *common*			3 4		2						
Perry, *in casks*			3 4		2						
Pitch			2 6		1½						
Pumice stone			2 6		1½						
Putty			3 4		2						
Quercitron bark			5 0		4						
Rags			2 6		1½						
Railway springs			2 6		1½						
Rice			3 4		2						
Rosin			3 4		2						
Rottenstone			3 4		2						
Saltpetre			2 6		1½						
Scrap steel			3 4		2						
Seal skins, *wet and salted.*			3 4		2						
Seeds, *agricultural, at owner's risk.*			3 4		2						
Sheep skins, *in casks*			3 4		2						
Sheep wash, *in casks*			3 4		2						
Shovel moulds			3 4		2						
Shumac			4 2		3						
Silicate of soda			2 6		1½						
Size, *in casks*			3 4		2						
Skins, *in casks*			3 4		2						
Slate slabs, *not in cases, at owner's risk.*			3 4		2						
Slate slabs, *in cases*			3 4		2						
Soap			3 4		2						
Spade trees			—		—						
Split peas			2 6		1½						
Stannite of soda			2 6		1½						
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*			2 6		1½						
Stearine		112 lbs. 8*d.* 1*s.*	3 4		2						
Steel, *blistered*			3 4		2						
Stone, *carved, for building purposes, at owner's risk.*			3 4		2						
Sugar (*raw or refined*), *in casks and bags.*		56 lbs. 6*d.* 9*d.*	3 4		2						
Sulphate of alumina			2 6		1½						
Sulphate of copper			2 6		1½						
Sulphate of soda			2 6		1½						
Sulphate of zinc			2 6		1½						
Syrup			3 4		2						
Tallow			2 6		1½						
Tar			1 8		1						
Terra japonica	4*d.*	28 lbs. 4*d.* 6*d.*	5 0	9 miles.	¼	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Tiles, *ornamental, encaustic, and tesselated.*			3 4		2						
Tiles, *roofing, ridge, paving* (*quarries*), *at company's risk.*			1 8		1						
Tin, *in blocks, ingots, and boxes.*			3 4		2						
Treacle			3 4		2						
Turntables, *in parts*			2 6		1½						
Valonia			3 4		2						
Vegetables, 1 *ton and under 3 tons, including all kinds, except as follows:*—		Under 40 miles Over 40 "									
Vegetables viz.:— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			4 2		3						
Verjuice, *in casks*			3 4		2						
Vinegar, *in casks*			3 4		2						
Vitriol stone			3 4		2						
Washing powder and paste.			3 4		2						
Woad			3 4		2						
Wood acid, *in casks*			2 6		1½						
Woods, viz.:— Boxwood			2 6		1½						
Camwood			2 6		1½						
Cedar			2 6		1½						
Ebony			2 6		1½						
Firewood, *prepared, less than 3 tons.*			2 6		1½						
Lignum vitæ			2 6		1½						
Lima wood			2 6		1½						
Maple			2 6		1½						
Nicaragua			2 6		1½						
Rose wood			2 6		1½						
Sapan wood			2 6		1½						
Satin wood			2 6		1½						
Snake wood			2 6		1½						
Tulip wood			2 6		1½						
Walnut wood			2 6		1½						
Zebra wood			2 6		1½						
Other furniture woods not specified.			2 6		1½						
Zinc, *ingots, &c.*			3 4		2						
Zinc-white, or oxide of zinc.			2 6		1½						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight.	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Agricultural machines and implements, *in cases, at owner's risk.*			5 0		4						
Air stoves			4 2		3						
Albumen			—		—						
Ale and porter, *bottled, in cases, casks, and hampers.*			4 2		3						
Alkanet root			3 4		2						
Alizaine			2 4		2						
Aloes, *in casks*			3 4		2						
Alva marina or dry sea weed, *for upholsterers' purposes.*			3 4		2						
Annatto			—		—						
Archil			—		—						
Arrowroot			4 2		3						
Arsenic			5 0		4						
Bacon and hams, *packed.*			3 4		2						
Bagging			3 4		2						
Baking powder			3 4		2						
Bark, *tanners', loose*			2 6		1½						
Bass mats			3 4		2						
Bedsteads, *common wood.*			5 0		4						
Bedsteads, *iron, in cases or bundles.*			4 2		3						
Beef, *in cask*			3 4		2						
Besoms, *birch*			2 6		1½						
Bichrome.											
Biscuit			3 4		2						
Blacking			3 4		2						
Black lead			4 2		3						
Bladders, *in casks*			3 4		2						
Boilers, *under 1 ton in 1 waggon.*			4 2		3						
Boilers, 30 *feet and under* 45 *feet.*			4 2		3						
Bone flats		112 lbs. 8*d.* 1*s.*	2 6		1½						
Bones, *loose, other than for size or manure.*			2 6		1½						
Boracic acid			3 4		2						
Borax			3 4		2						
Brass		56 lbs. 6*d.* 9*d.*	3 4		2						
Brass, *scrap*			3 4		2						
Brass wire			3 4		2						
Bread			3 4		2						
Bricks, *Bath or Flanders.*			3 4		2						
Broom and mop handles.	4*d.*	28 lbs. 4*d.* 6*d.*	2 6	9 miles.	1½	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Buckles, *brass*			3 4		2						
Bump.											
Butter, *in casks or boxes.*			3 4		2						
Camata.											
Camatina.											
Canary seed			3 4		2						
Candles, *except wax*			3 4		2						
Candlewick			3 4		2						
Canvas			4 2		3						
Cardamoms, *in casks*		Under 40 miles Over 40 "	5 0		4						
Carpeting			4 2		3						
Caraway seed			3 4		2						
Carriage and cart springs, axles, and steps.			4 2		3						
Catsup, *in casks*			4 2		3						
Chain harrows			5 0		4						
Chains and traces, *in casks.*			3 4		2						
Chains, *small, not exceeding ½-inch, loose.*			3 4		2						
Cheese, *packed*			3 4		2						
Chicory, *prepared*			4 2		3						
Chimney pots, *earthenware, at company's risk.*			2 6		1½						
China, *in casks or crates.*			5 0		4						
Chocolate			4 2		3						
Cider, *bottled, in cases, casks, or hampers.*			2 6		1½						
Clod crushers			5 0		4						
Clover seed, *at company's risk.*			3 4		2						
Cocoa			4 2		3						
Cocoa nuts			4 2		3						
Codilla			3 4		2						
Coffee			4 2		3						
Confectionary, *in hogsheads.*			5 0		4						
Copper			3 4		2						
Copper coin			3 4		2						
Copper *scrap*			3 4		2						
Cordage			3 4		2						
Coriander seed			3 4		2						
Cotton twist			4 2		3						
Cotton waste			4 2		3						
Cranberries			4 2		3						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Cranework *of wood, and damageable iron in parts.*			4 2		3						
Crematine.											
Crucibles, *at owner's risk.*			3 4		2						
Cudbear			3 4		2						
Currants, *grocers'*			3 4		2						
Dates			4 2		3						
Disinfecting fluid, *in casks or tins.*			3 4		2						
Drugs, *in casks or bales*			5 0		4						
Drysalteries, *not elsewhere specified, in casks.*			4 2		3						
Dyes, *liquid, in casks*			3 4		2						
Earthenware, *in casks and crates.*			3 4		2						
Edge tools			4 2		3						
Eggs, *in crates or boxes.*			2 6		1½						
Emery			3 4		2						
Emery paper			3 4		2						
Engines, *steam, portable, weighing 3 tons and upwards.*			3 4		2						
Felspar			3 4		2						
Felt			4 2		3						
Figs			4 2		3						
Files			4 2		3						
Filters, stoneware			3 4		2						
Fire-clay ware, *at company's risk, viz.:*—			2 6		1½						
Chimney cans, vent linings, and other fire-clay ware *unspecified.*											
Fire engines, *steam or otherwise, 3 tons or upwards.*			3 4		2						
Fish, *thoroughly cured* red herrings. Other fish, *thoroughly salted or dried, and not otherwise specified.*		112 lbs. 8*d.* 1*s.*	3 4		2						
Fish — shellfish, *at owner's risk.*			4 2		3						
Cockles		56 lbs. 6*d.* 9*d.*	4 2		3						
Limpets			4 2		3						
Mussels			4 2		3						
Periwinkles			4 2		3						
Whelks			4 2		3						
Flax			3 4		2						
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*	4*d.*	28 lbs. 4*d.* 6*d.*	4 2	9 miles.	3	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Flax waste		Under 40 miles	3 4		2						
Flocks		"	5 0		4						
Forges, *portable*		Over 40 "	3 4		2						
Frying pans			4 2		3						
Garancine			3 4		2						
Ginger			4 2		3						
Ginger beer			4 2		3						
Glass beads, *in casks or cases.*			3 4		2						
Glass, flint, *at sender's risk.*			3 4		2						
Glass, crown, *in boxes and crates, at sender's risk.*			4 2		3						
Glass, window and rough plate, *at sender's risk.*			4 2		3						
Glue			3 4		2						
Glue pieces, *dry*			3 4		2						
Goat's hair			3 4		2						
Granilla.											
Granite, *polished and dressed, in cases.*			5 0		4						
Grapes, foreign, *as imported, at owner's risk.*			4 2		3						
Gums *of all sorts*			3 4		2						
Gun barrels, *rough*			3 4		2						
Gutta percha, *unmanufactured.*			3 4		2						
Hair, *plasterers'*			3 4		2						
Hammer heads			4 2		3						
Hammer shafts			4 2		3						
Hardware			4 2		3						
Hay, *hydraulic pressed*			3 4		2						
Hay (*station to station*) *at owner's risk,* 30 *cwt. per waggon, minimum.*			3 4		2						
Hearth rugs			4 2		3						
Hemp			3 4		2						
Hemp seed			3 4		2						
Hemp warps, *packed*			3 4		2						
Hides, kips, and sheepskins, *green or market, at owner's risk.*			3 4		2						
Hoes			4 2		3						
Hogsheads, *not being returned empties*			4 2		3						
Hoofs and horns, *cow and ox, loose.*			3 4		2						
Horn tips, *loose*			3 4		2						
Hurdles, *iron or wood*			3 4		2						
Ice, *loose*			3 4		2						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
India rubber			4 2		3						
Iron buckles			4 2		3						
Iron hinges			4 2		3						
Iron holloware, *in hogsheads.*			4 2		3						
Iron liquor			4 2		3						
Iron palisades			4 2		3						
Iron safes			4 2		3						
Iron screws			4 2		3						
Iron spoons			4 2		3						
Iron wire, *bright*			4 2		3						
Ivory black			3 4		2						
Japan and tinware, *in casks or cases.*			4 2		3						
Kelp.											
Lac, *of all sorts*			3 4		2						
Lard, *in casks, boxes, and tins.*			3 4		2						
Lasts, *packed*			3 4		2						
Leather, *undressed*			4 2		3						
Lemonade			4 2		3						
Lemons			4 2		3						
Lemon juice			4 2		3						
Lemon peel, *in casks*			4 2		3						
Locks			4 2		3						
Locomotive tubes			3 4		2						
Machinery, *heavy*			3 4		2						
Madders			3 4		2						
Malt crushers			5 0		4						
Marble, *in cases*			5 0		4						
Marble, *sawn into slabs, but cemented together.*			4 2		3						
Mastic			3 4		2						
Matches, *wood splints for, packed.*			3 4		2						
Matchetts.											
Mats and matting (*except cocoa-nut matting*).		112 lbs. 8*d.* 1*s.*	3 4		2						
Mexican fibre			3 4		2						
Millstones			2 6		1½						
Mineral water, *in casks*		56 lbs. 6*d.* 9*d.*	4 2		3						
Mohair			3 4		2						
Moss, *in bales*			5 0		4						
Mungo			3 4		2						
Munjeet.											
Naphtha, *in casks or iron drums.*			4 2		3						
Netting, *fishing and garden, in bales.*		28 lbs. 4*d.* 6*d.*	4 2		3						
Nickel			3 4		2						
Nuts			4 2		3						
Oakum	4*d.*		3 4	9 miles.	2	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Oils, *in casks and iron drums, not otherwise specified.*			2 6		1½						
Old clothes			5 0		4						
Onions, *in brine, less than 1 ton.*		Under 40 miles Over 40 ,,	4 2		3						
Oranges			4 2		3						
Orchilla weed			3 4		2						
Osiers and twigs, *brown*			4 2		3						
Osnaburgs			5 0		4						
Oxalic acid			3 4		2						
Paints and colours, *in casks.*			3 4		2						
Palm leaves			4 2		3						
Paper hangings			3 4		2						
Pearl shells			4 2		3						
Pelts, *dry*			3 4		2						
Perry, *bottled, in cases, casks, or hampers.*			3 4		2						
Piassava.											
Picker bends.											
Pins, *metal, in boxes*			3 4		2						
Pipes, *empty, not being returned empties.*			4 2		3						
Pork, *in casks*			3 4		2						
Prussiate of potash			3 4		2						
Potatoes, *preserved*			5 0		4						
Powder blue			3 4		2						
Printing machines, *at owner's risk.*			4 2		3						
Provisions, *salt*			3 4		2						
Prunes			4 2		3						
Puncheons, *new, empty*			4 2		3						
Quicks, shrubs, and trees.			4 2		3						
Rabbit skins, *undressed*			3 4		2						
Raisins			3 4		2						
Ridges, *not declared at owner's risk.*			3 4		2						
Ropes, *new, including wire ropes.*			3 4		2						
Sad irons			4 2		3						
Safety boxes			3 4		2						
Safflower			5 0		4						
Sago			4 2		3						
Sal ammoniac			5 0		4						
Sand paper			3 4		2						
Sarsaparilla			5 0		4						
Sassafras			3 4		2						
Saws			4 2		3						
Screw jacks			4 2		3						
Screws.											
Scythe stones, *loose, at owners' risk.*			3 4		2						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Scythe stones, *packed*			3 4		2						
Seeds, *agricultural, at company's risk.*			3 4		2						
Sheeps' guts, *in casks*			3 4		2						
Shoddy			2 6		1½						
Shoe pegs			3 4		2						
Shot, *small, in bags*			3 4		2						
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon.*			4 2		3						
Silk waste, *undressed*			5 0		4						
Sink traps			4 2		3						
Sizing			3 4		2						
Slates, *writing*			4 2		3						
Slate pencils			4 2		3						
Smalts			4 2		3						
Soda water			4 2		3						
Soldiers' clothing			5 0		4						
Spades and shovels, *iron.*			4 2		3						
Spetches, *dry*			2 6		1½						
Spirit of tar, *in casks or iron drums.*			2 6		1½						
Starch			4 2		3						
Steam ploughs and machinery attached, *when weighing 3 tons or more.*			5 0		4						
Steel bars and bundles		112 lbs. 8*d.*	3 4		2						
Stone blue		112 lbs. 1*s.*									
Stone, *carved for builders' purposes, at company's risk.*		56 lbs. 6*d.*	3 4		2						
		56 lbs. 9*d.*	5 0		4						
Sugar, *lump, loose*			3 4		2						
Sugar mills			3 4		2						
Sugar moulds and pans			4 2		3						
Sugar of lead		28 lbs. 4*d.*	3 4		2						
Tarpaulings		28 lbs. 6*d.*	4 2		3						
Tartaric acid	4*d.*		5 0	9 miles.	4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Terra cotta casts			3 4		2						
Tincal			5 0		4						
Tinfoil			3 4		2						
Tin scrap			3 4		2						
Tin ware, *in casks or cases.*		Under 40 miles	4 2		3						
Tobacco, *leaf*		Over 40 ,,	4 2		3						
Tow			3 4		2						
Trenails			2 6		1½						
Turmeric			3 4		2						
Turpentine, *in casks*			4 2		3						
Twine			3 4		2						
Type, *old*			5 0		4						
Umbrella stretchers			3 4		2						
Varnish, *in casks and iron drums.*			4 2		3						
Vegetables, *above 3 and under 20 cwts., minimum charge 3 cwts.*			4 2		3						
Vegetable ivory			5 0		4						
Vegetable wax			3 4		2						
Verdigris			3 4		2						
Vices			4 2		3						
Washers			4 2		3						
Weft, *cotton*			4 2		3						
Weighing machines, *small at owner's risk.*			4 2		3						
Weighing machines, *large.*			3 4		2						
Whetstones			5 0		4						
Window sashes and mouldings, *at owner's risk.*			3 4		2						
Wool			3 4		2						
Yarn, *coir or hemp*			3 4		2						
Yarn, *linen and cotton, packed.*			5 0		4						
Yeast, *in casks, ton lots*											
Yellow berries.			3 4		2						
Zinc sheets											

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*			5 0		4						
Almonds, *in shell*			4 2		3						
Aloes, *in hampers or boxes.*			3 4		2						
Ammonia, *liquid, in carboys.*			2 6		1½						
Angelica root			5 0		4						
Asparagus			4 2		3						
Bacon and hams, *loose*			3 4		2						
Bark, *Peruvian*			5 0		4						
Bees' wax			3 4		2						
Bellows			5 0		4						
Bells, *of all kinds*			5 0		4						
Black beer			3 4		2						
Blankets			5 0		4						
Blocks, *ships'*			3 4		2						
Blowing engines			4 2		3						
Boats or cobles, *minimum charge 1 ton per waggon.*			3 4		2						
Bobbins			4 2		3						
Boilers, *45 feet and above.*			4 2		3						
Books			5 0		4						
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			5 0		4						
Bristles			3 4		2						
Brooms, broom heads, and brushes.			3 4		2						
Buckets and pails			4 2		3						
Buckram			3 4		2						
Butter, *in casks and tubs.*		112 lbs. 8*d.* 1*s.*	3 4		2						
Buttons			3 4		2						
Calicoes			5 0		4						
Canada stoves			4 2		3						
Candied peel			4 2		3						
Canes and rattans, *packed.*		56 lbs. 6*d.* 9*d.*	4 2		3						
Cardamoms, *in boxes or hampers.*			5 0		4						
Cards and railway tickets.			3 4		2						
Carpet bags			5 0		4						
Cassia lignea.											
Castings, *at company's risk, not otherwise enumerated.*	4*d.*	28 lbs. 4*d.* 6*d.*	4 2	9 miles.	3	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Castor oil, *in boxes, casks, or iron drums.*			5 0		4						
Cheese, *loose*			4 2		3						
Clocks, *American and Dutch.*			5 0		4						
Clogs, *in casks, cases, or boxes.*			3 4		2						
Combs			5 0		4						
Confectionary, *in boxes or cases.*		Under 40 miles Over 40 "	5 0		4						
Conservatories and hot-houses, *in parts, at owner's risk.*			3 4		2						
Copper boilers			3 4		2						
Copper rollers			3 4		2						
Cordials and sweets, *in casks or hampers.*			5 0		4						
Corkwood			4 2		3						
Cotton slops, *in bales*			4 2		3						
Cotton stays, *in cases*			5 0		4						
Cotton warps, *in bundles.*			5 0		4						
Cowries			4 2		3						
Crinoline steel			3 4		2						
Crucibles			5 0		4						
Cutlery			5 0		4						
Drugs, *in boxes or hampers.*			5 0		4						
Drysalteries, *in boxes or hampers, and not otherwise specified.*			4 2		3						
Fenders, *at owner's risk.*			4 2		3						
Fire engines—*steam or otherwise—1 ton and under 3 tons.*			3 4		2						
Fire escapes, *minimum of 1 ton per waggon.*			3 4		2						
Fire irons			4 2		3						
Fish, viz.:—											
Herrings and sprats in any state not otherwise named.			4 2		3						
Kippered salmon. All other fish partially cured, smoked, or dried.			4 2		3						
Shellfish, say,—											
Cockles			4 2		3						
Limpets			4 2		3						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Shellfish, *cont.*—											
Mussels			4 2		3						
Periwinkles, and			4 2		3						
Whelks, *at company's risk.*			4 2		3						
Oysters			4 2		3						
Flannel			5 0		4						
Floorcloth, *not exceeding 10 feet in length.*			4 2		3						
French plums			4 2		3						
Fruit, *ripe*			5 0		4						
Fur off rabbit skins			5 0		4						
Galls			3 4		2						
Gas and water meters			5 0		4						
Gelatine			3 4		2						
Glass, *flint and rough plate.*			4 2		3						
Glass retorts			4 2		3						
Goods, *heavy, not specified.*			3 4		2						
Grates, *polished, at owner's risk.*			4 2		3						
Grates, *common*			4 2		3						
Groceries, *mixed packages.*			4 2		3						
Guns and pistols			5 0		4						
Gutta percha, *manufactured.*			3 4		2						
Hair, *upholsterers'*			3 4		2						
Harness			5 0		4						
Hatters' wool			3 4		2						
Hides, kips, and sheepskins, *dry, loose.*			3 4		2						
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			3 4		2						
Honey			4 2		3						
Hops		112 lbs. 8*d.*	3 4		2						
Hosiery		1*s.*	5 0		4						
India-rubber goods			3 4		2						
Indigo			3 4		2						
Ink, printers'			4 2		3						
Iron girders, *exceeding 15 feet in length.*		56 lbs. 6*d.*	2 6		1½						
Iron pots, *loose*		9*d.*	4 2		3						
Iron rolls, *cast or wrought, polished, packed or in bags, at company's risk.*			2 6		1½						
Iron spoutings and connexions, *at company's risk.*		28 lbs. 4*d.* 6*d.*	4 2		3						
Iron trays	4*d.*		4 2	9 miles.	3	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Iron wire fencing			4 2		3						
Japan and tin ware, *in hampers or crates.*			4 2		3						
Joiners' work, *not elsewhere specified.*			5 0		4						
Kamptulicon			3 4		2						
Knife cleaners			5 0		4						
Lamp black			3 4		2						
Lard, *in casks and tubs*			3 4		2						
Leather, *dressed*			4 2		3						
Linens, *in bales, boxes, cases, packs, and trusses.*		Under 40 miles Over 40 ,,	5 0		4						
Liquorice			3 4		2						
Lithographic stones, *at owner's risk.*			5 0		4						
Looms, *at owner's risk*			5 0		4						
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			5 0		4						
Mangles, *at owner's risk.*			5 0		4						
Mattresses (*when not as household furniture*).			5 0		4						
Meats, *preserved*			3 4		2						
Mineral water, *in boxes or hampers.*			4 2		3						
Muskets, *in cases*			5 0		4						
Mustard			4 2		3						
Nails, *copper and brass*			3 4		2						
Oil and varnish, *in basketed tins.*			4 2		3						
Oilcloth table covers			4 2		3						
Organs and organ work *loose, at owner's risk.*			5 0		4						
Osiers and twigs, *white*			4 2		3						
Ovens, *common*			4 2		3						
Paints and colours, *in hampers and boxes.*			3 4		2						
Paper, *fine, writing, blotting, tissue, and fancy.*			4 2		3						
Pens, *steel, from makers*			4 2		3						
Pepper			4 2		3						
Phosphorus, *in tins, hermetically sealed.*			10 0		8						
Pickles			5 0		4						
Pimento			4 2		3						
Plumbago			3 4		2						
Rabbit skins, *dressed*			5 0		4						
Reeds and rushes *packed.*			4 2		3						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Refiner's sweepings			3 4		2						
Rugs, *woollen*			5 0		4						
Saddlers' ironmongery			4 2		3						
Saddlery			5 0		4						
Ships' sails			4 2		3						
Sardines			3 4		2						
Scales and scale beams			4 2		3						
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			5 0		4						
Scythes			4 2		3						
Seal skins, *dry*			5 0		4						
Shells, *in cases or casks*			5 0		4						
Sickles			4 2		3						
Silver ore			3 4		2						
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			5 0		4						
Slate slabs, *not in cases, at company's risk.*			3 4		2						
Small wares			5 0		4						
Snuff			4 2		3						
Scented soap			3 4		2						
Spanish juice			3 4		2						
Spermaceti, *in boxes*			5 0		4						
Stags' horns		112 lbs. 8*d.* 1*s.*	5 0		4						
Stationery, *general*			4 2		3						
Steam engines, *portable, under 3 tons*			4 2		3						
Sugar candy			4 2		3						
Tacks			4 2		3						
Tapes			5 0		4						
Tapioca		56 lbs. 6*d.* 9*d.*	4 2		3						
Tea			5 0		4						
Tents or marquees — *minimum 1 ton per waggon, where more than one used.*	4*d.*		5 0	9 miles.	4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*		28 lbs. 4*d.* 6*d.*	5 0		4						
Thread, *cotton, and linen.*			5 0		4						
Tobacco, *manufactured*			4 2		3						
Tonquin beans			5 0		4						
Toys *of all kinds, in cases.*		Under 40 miles Over 40 "	5 0		4						
Turnery ware			5 0		4						
Turpentine, *in basketed tins.*			5 0		4						
Ultramarine			3 4		2						
Umbrellas			5 0		4						
Vegetables, *in lots of 3 cwts., or under.*			4 2		3						
Veneers			4 2		3						
Venetian blinds			4 2		3						
Vinegar, *in cases*			3 4		2						
Wadding			5 0		4						
Washing and wringing machines, *at owner's risk.*			5 0		4						
Watch glasses			5 0		4						
Whalebone			3 4		2						
Wheels, *coach and carriage, at owner's risk.*			5 0		4						
Window frames, *cast iron.*			4 2		3						
Wines and spirits, *in casks and cases.*			3 4 4 2		2*d.* & 3*d.*						
Wines, British, *in casks or hampers.*			4 2		3						
Yarn, *linen and cotton, loose.*			3 4		2						
Yarn, *packed in cans*			3 4		2						
Yarn, *woollen and worsted.*			3 4		2						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Acetic acid, *in carboys*	—		10 0		8						
Agricultural machines and implements, *at company's risk* (*except clod crushers and steam ploughs.*			5 0		4						
Alabaster ornaments and figures, *packed, at owner's risk.*			5 0		4						
Almonds, *not in shell*			5 0		4						
Anchovies			5 0		4						
Balloons, *at owners' risk.*			5 0		4						
Barèges			5 0		4						
Baskets			5 0		4						
Bent wood			5 0		4						
Bonnet fronts, *at owner's risk.*			5 0		4						
Book muslin			5 0		4						
Boothing or stalling			5 0		4						
Boots and shoes (*including goloshes*) *in hampers.*			5 0		4						
Bottles, *white glass*			3 4		2						
Bradford stuff goods			5 0		4						
Brass pipes			5 0		4						
Brass tubing (*except locomotive tubes*).			5 0		4						
Britannia metal goods			4 2		3						
Bronze powder			4 2		3						
Busks, *wooden*			5 0		4						
Butter, *in crocks*			5 0		4						
Calenders			5 0		4						
Candles, *wax*			3 4		2						
Canes and rattans, *loose*			4 2		3						
Carboys, *new, empty, glass.*			5 0		4						
Cards for carding machines, *in boxes only.*			4 2		3						
Carriage bodies, *unfinished* (*minimum* 5 *cwts.*		56 lbs. 112 lbs. 8*d.* 1*s.*	5 0		4						
Catsup, *in bottles*		56 lbs. 112 lbs. 6*d.* 9*d.*	5 0		4						
Cheese presses			5 0		4						
Chimney pots, *zinc*			3 4		2						
Churns			5 0		4						
Clogs, *in hampers*		28 lbs. 56 lbs. 4*d.* 6*d.*	3 4		2						
Cloth caps			5 0		4						
Coach trimmings			5 0		4						
Cobalt			3 4		2						
Cochineal			5 0		4						
Coffins, *metallic*			5 0		4						
Conservatories and hot-houses, *in parts.*	4*d.*	Under 40 miles Over 40 "	5 0	9 miles.	4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Copper pipes			4 2		3						
Copper tubing (*except locomotive tubes*).			4 2		3						
Copying presses			5 0		4						
Corks and bungs			5 0		4						
Drapery			5 0		4						
Dyes, *liquid, in hampers or boxes.*			5 0		4						
Fenders, *at company's risk.*			4 2		3						
Fire clay ware, vases, and other ornamental productions.			5 0		4						
Fish, *salmon, in boxes, prawns, and shrimps.*			5 0		4						
Floor cloth, *exceeding* 10 *feet long, in case.*			4 2		3						
Flower roots, *bulbous*			5 0		4						
Garden plants, *in baskets, mats, or pots.*			5 0		4						
Garden seats			4 2		3						
Garden seeds			5 0		4						
Gilt mouldins, *in cases*			5 0		4						
Ginger, *preserved*			4 2		3						
Glass, *crown and window.*			5 0		4						
Goods, *light, not specified.*			5 0		4						
Granite, *polished and dressed, in slabs.*			5 0		4						
Grapes			5 0		4						
Grates, *polished, at company's risk.*			5 0		4						
Gravestones			5 0		4						
Handmills			5 0		4						
Hay, *station to station, at company's risk; minimum,* 30 *cwts. per waggon.*			3 4		2						
Hay rakes and forks, *in bundles.*			5 0		4						
Indigo, extract of			5 0		4						
Ink, *in jars or bottles*			4 2		3						
Isinglass			5 0		4						
Juniper berries			5 0		4						
Lamps			4 2		3						
Lard, *in crocks*			3 4		2						
Lint			5 0		4						
Lithographic stones, *at company's risk.*			5 0		4						
Looms, *at company's risk.*			5 0		4						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b) What is the Minimum Charge per Ton?	(b) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Luggage, *trunks, &c.* -			5 0		4						
Maccaroni - - -			4 2		3						
Machinery, *light* - -			4 2		3						
Mangles, *at company's risk.*			5 0		4						
Marble, *in slabs* - -			5 0		4						
Meats, *fresh* - - -			5 0		4						
Merinoes - - -			5 0		4						
Misletoe - - -			4 2		3						
Naphtha, *in tins* - -			5 0		4						
Needles, *in boxes* - -			5 0		4						
Nutmegs - - -			4 2		3						
Oils, *in cans, jars. and boxes (except castor oil).*			5 0		4						
Organs and organ work, *in cases.*			5 0		4						
Paper trays - - -			5 0		4						
Patterns, *travellers'* -			5 0		4						
Picture frames - -			5 0		4						
Pipes, *smoking* - -			5 0		4						
Plated goods - - -			5 0		4						
Poppyheads - - -			5 0		4						
Poultry, *dead* - -			5 0		4						
Printing machines, *at company's risk.*			5 0		4						
Quicksilver - - -			5 0		4						
Quills - - - -			4 2		3						
Rabbits - - - -			5 0		4						
Railway carriages, *new, in cases.*			5 0		4						
Reeds and rushes, *loose*		112 lbs.	4 2		3						
Shafts, *gig* - - -		8*d.*	5 0		4						
Spades and shovels, *wooden,*		1*s.*	5 0		4						
Silk waste, *dressed or spun.*			5 0		4						
Spindles - - -		56 lbs.	5 0		4						
Spirit of tar, *in tins* -		6*d.*	5 0		4						
Sponge, *in bales* - -		9*d.*	5 0		4						
Sticks - - - -			4 2		3						
Straw, *minimum charge 20 cwts. per waggon.*			3 4		2						
Straw plait - - -		28 lbs.	5 0		4						
Stucco figures, *packed, at owner's risk.*	4*d.*	3*d.*	5 0		4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Tamarinds - - -		6*d.*	4 2	9 miles.	3						
Tarlatans - - -		"	5 0		4						
Teazles, *imported, packed.*		"	5 0		4						
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*		"	5 0		4						
Tongues, *animal* - -		Under 40 miles	5 0		4						
Turpentine, *in cans, jars, and boxes.*		Over 40 "	5 0		4						
Type, *new* - - -			5 0		4						
Upholsterers' trimmings.			5 0		4						
Varnish, *in tins* - -			5 0		4						
Vermicelli - - - -			5 0		4						
Vinegar, *in carboys* -			5 0		4						
Washing and wringing machines, *at company's risk.*			5 0		4						
Wearing apparel and household linen.			5 0		4						
Weighing machines, *small.*			5 0		4						
Wheels, *coach and carriage wheels, at company's risk.*			5 0		4						
Window sashes and mouldings, *at company's risk.*			5 0		4						
Wines and spirits, *in hampers.*			4 2		3						
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			4 2		3						
Wood acid, *in carboys* -			5 0		4						
Wood patterns, *for castings.*			5 0		4						
Woollen and worsted goods, not elsewhere specified.			5 0		4						
Yeast, *small lots* - -			5 0		4						
Yeast, *German* - -			5 0		4						
Zaffers - - - -			5 0		4						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Alabaster ornaments and figures, *at company's risk.*			5 0		4						
Aluminium.											
Amber			5 0		4						
Basket carriage and gig bodies, *at owner's risk,*			5 0		4						
Bath chairs, *packed, at owner's risk.*			5 0		4						
Billiard tables, slate beds of.			5 0		4						
Bonnet fronts, *at company's risk.*			5 0		4						
Bonnet shapes			5 0		4						
Bonnets			5 0		4						
Chairs, *new, Windsor, and common.*			5 0		4						
China, *in boxes*			5 0		4						
Cigars			5 0		4						
Cinnamon			4 2		3						
Clocks, *English and French.*			5 0		4						
Cornice poles			5 0		4						
Crape			5 0		4						
Crinolines			5 0		4						
Chandeliers and gasaliers.		112 lbs. 8*d.* 1*s.*	5 0		4						
Elephants' teeth			5 0		4						
Embroidery			5 0		4						
Engravings			5 0		4						
Feathers			5 0		4						
Fish, fresh, *all sorts not otherwise specified.*			5 0		4						
Fish, shell, *crabs and lobsters.*		56 lbs. 6*d.* 9*d.*	4 2		3						
Furniture, *packed in cases and frames.*			5 0		4						
Furniture, *in mats or loose, at owner's risk.*			5 0		4						
Furs		28 lbs. 4*d.* 6*d.*	5 0		4						
Game	4*d.*		5 0	9 miles.	4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Glass, *stained, plate, and shades, at owner's risk.*			5 0		4						
Gloves			5 0		4						
Hats, *of all kinds*			5 0		4						
Ivory			5 0		4						
Lace			5 0		4						
Millinery			5 0		4						
Mirrors, *at owner's risk.*		Under 40 miles " Over 40 "	5 0		4						
Mushrooms			5 0		4						
Musical instruments			5 0		4						
Organs and organ work, *loose, at company's risk.*			5 0		4						
Papier maché goods, *except trays.*			5 0		4						
Parchment			5 0		4						
Perambulators, *in cases, crates, and boxes.*			5 0		4						
Perfumery			5 0		4						
Pianos, *packed*			5 0		4						
Pictures			5 0		4						
Poultry, *alive*			5 0		4						
Ribbons			5 0		4						
Sewing machines			5 0		4						
Silk, *manufactured*			5 0		4						
Silk, *raw*			5 0		4						
Sponge, Turkey, *in cases.*			5 0		4						
Stucco figures, *packed, at company's risk.*			5 0		4						
Teazles			5 0		4						
Tin ware, *loose*			4 2		3						
Tortoise shell			5 0		4						
Turtle			5 0		4						
Velvet, *silk*			5 0		4						
Ventilators			5 0		4						
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*			4 2		3						

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Acids and other highly corrosive articles.	—	—	5 0		4						
Basket carriage bodies and Bath chairs, *at company's risk.*	—	—	5 0		4						
Caravans, *showmen's and others.*	—	—	5 0		4						
Carriage bodies, *finished, in cases.*	—	—	5 0		4						
Railway carriages, on their own wheels.	—	—	5 0		4						
Boilers of unusual dimensions.	—	—	5 0		4						
Contractors' waggons and materials (*excepting rails and chairs.*	—	—	5 0		4						
Furniture, *in mats or loose.*	—	—	5 0	9 miles.	4	None.	Yes.	Not less than 2*s.* 6*d.*	No.	No.	No.
Furniture, *in vans, carts, or frames.*	—	—	5 0		4						
Forgings or castings, above 6 tons.	—	—	5 0		4						
Gunpowder - - -	—	—	10 0		8						
Lucifer matches and other inflammable articles.	—	—	10 0		8						
Locomotive engines and tenders on their own wheels.	—	—	5 0		2						
Petroleum and photogenic oil.	—	—	10 0		2						
Railway waggons -	—	—	5 0		3						
Statuary - - -	—	—	5 0		4						
Returned empty packages.	—	—	4 2		3						
		28 lbs. 56 lbs. 112 lbs.									
Small parcels.	Under 40 miles	*d. d. d.* 4 6 8									
	Over 40	6 9 12									

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — Yes.

4. Is the traffic of these articles carried at the Company's risk (excepting the articles otherwise specified)?

5. If not, state in what respects you depart from this condition. — Generally at company's risk.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — Within about 24 hours.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 48 hours.

2. What charge for warehousing is made after the period has expired? — Various.

10. What charge do you make for demurrage of waggons? — 3*s.* per day after 48 hours have expired.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception. — Yes.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Through traffic for which through charges are not given is interchanged at all junctions with other companies under arrangements for its despatch in the same waggons when in full loads, and for transhipment when in loads of less than a ton.

London, Brighton, and South Coast Railway.—Inquiry No. 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a*. Is the charge based on a minimum annual payment, or on the quantity carried? *b*. Or how otherwise?	We make a small per-centage allowance to some of our largest customers, but beyond that we have no contract rates.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	As a rule it is, but to the large manufacturing districts in the midland and northern counties it is apportioned as equally as possible.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The tolls and rates which the company were authorized to levy by former Acts were all repealed by the company's "Mitcham and Tooting Lines Act, 1863" (26 & 27 Vict. c. 218.), and in all subsequent Acts which the company has obtained they have adopted the clauses in that Act.

GREAT WESTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

This return refers generally to the whole of the Great Western system of railways, including the lines leased and worked by them, but with respect to some of them not owned by the Great Western Company there is some difference in the mode of charging, but which is not very material.

Great Western Railway, 1235 miles 20 chains, including the—

West Midland
Oxford, Worcester, and Wolverhampton.
Newport, Abergavenny, and Hereford.
Worcester and Hereford
South Wales
Shrewsbury and Chester
Shrewsbury and Birmingham
Wycombe Lines
Wellington and Severn Junction.
Coleford, Monmouth, and Usk.
Ely Valley
Hereford, Ross and Gloucester.
Bristol and South Wales Union.
Brentford
Marlboro
Stourbridge
Much Wenlock
Leominster and Kington
Milford
Berks and Hants Extension
Wrexham and Minera
Abingdon
Stratford-on-Avon
East Somerset
Bridport
Llangollen
Llangollen and Corwen
Bourton-on-the-Water
Witney
Calne
Faringdon
Nantwich and Market Drayton.

And a Moiety of the—

		Miles	Chains
Birkenhead	Tenbury	137.	20.
Shrewsbury and Welchpool	West London Extension		
Shrewsbury and Hereford	West London Railway.		

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*	Varying from 6*d.* to 1*s.* 6*d.* at both ends for station accommodation and terminal services."	The terminals are not quoted separately to the public, but are included in the gross charge.	The Company do not as a rule load or unload this description of traffic, but when the public desire them to do so a charge is made to cover the cost.	Yes.
Cannel	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Chromate ores	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Cinders	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	½*d.* to ¾*d.*				
Clay	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Coal	1*s.* 8*d.* for 21 cwt. or 2,400 lbs. to the ton.	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Coke Compost Coprolites, *for manure*	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Culm	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Iron ore	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Iron, *pig*	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Iron stone	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Lime and limestone	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Manure, *in bulk*	1*s.* 8*d.*	4 to 6 tons	6 miles.	¾*d.* to 1*d.*	Never travels beyond 50 miles.				
Materials for road repairs.	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Peat	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Potters' earth Pyrites Salt, *rock and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				
Sand Scoriæ Slag	1*s.* 8*d.*	4 to 6 tons	About 6 miles.	½*d.* to ¾*d.*	½*d.* to ¾*d.*				
Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1*s.* 6*d.* to 2*s.*	4 to 6 tons	About 8 miles, but varies.	¾*d.* to 1*d.*	⅝*d.* to ¾*d.*				

Great Western Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

Not uniformly, the traffic and circumstances frequently necessitating a variation in the charges.

4. If not, state the nature of the exceptions?

Traders finding their own waggons. Guaranteeing a large minimum annual payment. Full train loads. Shipping trade. Competition by sea, and other circumstances.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

As regards ordinary risk, at owner's.

6. If not, state in what respects you depart from this condition?

See above answers.

7. Do you undertake to deliver this class of traffic within a specified time?

No. In certain cases the public ask for a special arrangement, which is done.

8. What time is allowed at the stations for loading and unloading this class of traffic?

No specific time for loading. For unloading 24 hours in some cases, and 48 in others.

9. What charge do you make for demurrage of waggons?

3*s.* per day in some cases, 3*s.* 6*d.* per day in others, advancing according to the time detained, with a view of inducing parties not to detain waggons.

(B.) In Owners' Waggons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
Bricks, *common*	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	3*d.* to 9*d.*	Yes.
Cannel	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	2*d.* to 9*d.*	No.
Chromate ores Cinders Clay	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	3*d.* to 9*d.*	Yes.
Coal	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	2*d.* to 9*d.*	No.
Coke Compost Coprolites, *for manure*	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	3*d.* to 9*d.*	Yes.
Culm	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	2*d.* to 9*d.*	No.
Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	3*d.* to 9*d.*	Yes.
Iron ore	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	2*d.* to 9*d.*	Yes.
Iron, *pig*	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	3*d.* to 9*d.*	Yes.
Iron stone	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	3*d.* to 9*d.*	Yes.
Lime and limestone	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	2*d.* to 9*d.*	Yes.
Manure, *in bulk*	1*s.* 2*d.*	4 to 6 tons	6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	Never sent beyond 50 miles.	3*d.* to 9*d.*	Yes.
Materials for road repairs.	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	2*d.* to 9*d.*	Yes.
Peat	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	3*d.* to 9*d.*	Yes.
Potters' earth Pyrites Salt, *rock and unmanufactured* Salt, *in bulk*, including manufactured salt, when so carried	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{3}{4}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	2*d.* to 9*d.*	Yes.
Sand Scoriæ Slag	6*d.* to 1*s.*	4 to 6 tons	1 to 6 miles	$\frac{1}{2}$*d.* to $\frac{3}{4}$*d.*	$\frac{3}{8}$*d.* to $\frac{1}{2}$*d.*	3*d.* to 9*d.*	Yes.
Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1*s.*	4 to 6 tons	About 2 to 6 miles	$\frac{5}{8}$*d.* to $\frac{7}{8}$*d.*	$\frac{1}{2}$*d.* to $\frac{5}{8}$*d.*	2*d.* to 9*d.*	Yes.

10(*d.*) Do the charges include returning empty waggons?

Yes.

11. Are the above charges uniformly applied between all stations on your system of railways?

12. If not, state the nature of the exceptions?

The rates are not uniform between all places, as explained in No. 4.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise?

As regards ordinary risk, at owner's.

14. Do you undertake to convey this class of traffic within a specified time?

No.

15. And to return the empty waggons within a specified time?

And if so, in what time?

No arrangement as to the return of empty waggons, but owner's trucks are treated, so far as regards dispatch, precisely the same as the company's.

16. Do you allow demurrage on owner's waggons when not returned within the specified time?

No. The company do not make it compulsory for parties to find their own waggons, it is optional for them to put the waggons on the line.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?

Yes.

18. Are junctions considered as stations for this class of traffic?

19. If not, state the exception?

Practically they are not, as the traffic is generally charged at through rates. There are a few cases where traffic is booked locally, when a terminal charge is made for junction accommodation or service.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The traffic is sent through in the same waggon, when containing above one ton of goods or a full load of minerals.

Great Western Railway.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

Yes, for coal.

On a minimum annual payment.

22. Have you any special contracts independent of the foregoing scale of charges or conditions?

Full train loads, and other special conditions.
For guaranteed quantities sent in owner's trucks over distances exceeding 100 miles, yearly payment not to be less than 5,000*l.* Freight to uniformly seven-sixteenths of one penny per ton per mile with the following terminals:—Freights exceeding per annum 40,000*l.*, 3*d.*; 30,000*l.*, 6*d.*; 20,000*l.*, 9*d.*; 15,000*l.*, 1*s.*; 10,000*l.*, 1*s.* 3*d.*; 5000*l.*, 1*s.* 6*d.* For guaranteed quantities sent in owner's trucks distances over 50 and under 100 miles, freight to be uniformly ½*d.* per ton per mile with following terminals:—Per annum, 15,000*l.*, 4*d.*; 10,000*l.*, 6*d.*; 7,500*l.*, 8*d.*; 5,000*l.*, 10*d.*; 2,500*l.*, 1*s.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State, in the following Table, the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station accommodation?	(*c.*) It is included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification. Appendix C.P., except Military baggage.	2*s.* 6*d.* to 3*s.* 6*d.* per ton.	2 tons in some, and special cases 1 ton.	Up to 10 miles.	1½*d.* to 2*d.* per ton per mile, but lower rates are made to meet special cases.		1*s.* 6*d.* to 2*s.* 6*d.* per ton.	No.	6*d.* per ton.	No.	No.
Baggage *Military.*	2*s.* 6*d.* per ton.	Any weight	10 miles	2*d.* per ton per mile.		- - -	Yes - -	Loading and unloading performed by the troops.	Yes.	-

2. Are the above mileage charges uniformly applied between all stations on your systems of railways?

Not uniformly. The traffic and circumstances frequently necessitate a variation in the charges.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

When traders' find their own waggons, When there is a large trade. When for a shipping trade. Competition by sea, and other circumstances.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

As regards the ordinary risk, generally at owner's.

5. If not, state in what respects you depart from this condition.

See answer to No. 4.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No. In certain cases, if the public ask for a special arrangement, it is arranged.

7. What time is allowed at the stations for loading and unloading this class of traffic?

No specific time for loading. For unloading 24 hours in some cases, and 48 hours in others. This is regulated according to station accommodation, and the nature and extent of the traffic.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

Sometimes a week, in other cases a fortnight, and in others a month.

9. What charge for warehousing is made after the period has expired?

Varying from 2*d.*, 4*d.*, and 6*d.* per ton per week, according to the different districts, the cost of service, and accommodation required.

10. What charge do you make for demurrage of waggons?

3*s.* per day in some cases, and 3*s.* 6*d.* in others, advancing according to the time detained, with a view of inducing parties not to detain waggons.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

12. Are junctions considered as stations for the traffic of articles in this return?
13. If not, state the exceptions, and give an instance of each class of exception.

Practically they are not, as the traffic is generally charged at through rates, but when a transfer from one gauge to another has to be performed, a charge is sometimes made.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The traffic is sent through in the same waggon when containing a full load, and as a rule invoiced through.

Great Western Railway.—Inquiry No. 2.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a*. Is the charge based on a minimum annual payment, or on the quantity carried? *b*. Or how otherwise?	Not for traffic included in this statement.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Not in all cases, where the company have more than one route the traffic is classified and worked by the route which is most convenient and expeditious.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	On our own line, yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	Very seldom.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a*.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a*.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b*.) What is the Minimum Charge per Ton?	(*b*.) What is the Distance to which this Charge is applicable?	(*c*.) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d*.) What is the Charge per Ton for Porterage and Station Accommodation?	(*d*.) Are these Charges included in the Mileage Rates?	(*e*.) What is the Charge per Ton for Collection and Delivery?	(*e*.) Are these Charges included in the Mileage Rates?	(*f*.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g*.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification. Appendix C.P. Boilers, bone and horn waste, earthenware (loose), and iron insets, station to station.	Generally, 28 lbs., 6*d*. each; 56 lbs., 9*d*. each; and 112 lbs., 1*s*. each.	The above smalls rates apply up to 20 miles. 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* 21 miles to 40 miles - 0 8 - 1 0 - 1 3 41 „ to 50 „ - 0 10 - 1 3 - 1 7 and so on.	6*s*. 8*d*. to 8*s*. 4*d*. per ton.	Up to 10 miles.	1½*d*. to 2*d*. per ton per mile.	1*s*. 6*d*. to 2*s*. 6*d*. per ton.	No.	If varies from 1*s*. 8*d*. to 2*s*. per ton in the country, and from 3*s*. 4*d*. to 7*s*. per ton in London, for collection, and the same for delivery.	No.	Yes. Special arrangements are required to be made for articles of great weight, bulk, &c.	No.

2. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a*.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a*.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b*.) What is the Minimum Charge per Ton?	(*b*.) What is the Distance to which this Charge is applicable?	(*c*.) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d*.) What is the Charge per Ton for Porterage and Station Accommodation?	(*d*.) Are these Charges included in the Mileage Rates?	(*e*.) What is the Charge per Ton for Collection and Delivery?	(*e*.) Are these Charges included in the Mileage Rates?	(*f*.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g*.) Are any of these Articles carried upon Toll, and, if so, at what Rates
For the whole of the articles included in the Second Class of the Clearing House Classification. Appendix C.P. Boilers, flax-straw, hay (hydraulic pressed), station to station.	Generally, 28 lbs., 6*d*. each; 56 lbs., 9*d*. each; and 112 lbs. 1*s*. each.	The above smalls rates apply up to 20 miles. 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* 21 miles to 40 miles - 0 8 - 1 0 - 1 3 41 „ to 50 „ - 0 10 - 1 3 - 1 7 and so on.	7*s*. 6*d*. to 9*s*. 2*d*. per ton.	Up to 10 miles.	2*d*. to 2½*d*. per ton per mile.	1*s*. 6*d*. to 2*s*. 6*d*. per ton.	No.	If varies from 1*s*. 8*d*. to 2*s*. per ton in the country, and from 3*s*. 4*d*. to 7*s*. per ton in London, for collection, and the same for delivery.	No.	Yes. Special arrangements are required to be made for articles of great weight, bulk, &c.	No.

Great Western Railway.—Inquiry No. 3.—*continued.*

3. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix C.P. Boilers, station to station.	Generally, 28 lbs. 6*d.* each; 56 lbs. 9*d.* each; 112 lbs. 1*s.* each.	The above smalls rates apply up to 20 miles. 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* 21 miles to 40 miles 0 8 1 0 1 3 41 „ to 60 „ 0 10 1 3 1 7 and so on.	8*s.* 4*d.* to 10*s.* per ton.	Up to 10 miles.	2½*d.* to 3*d.* per ton per mile.	1*s.* 6*d.* to 2*s.* 6*d.* per ton.	No.	It varies from 1*s.* 8*d.* to 2*s.* per ton in the country, and from 3*s.* 4*d.* to 7*s.* per ton in London, for collection, and the same for delivery.	No.	Yes. Special arrangements are required to be made for articles of great weight, bulk, &c.	No.

4. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix C.P. Straw, station to station.	Generally, 28 lbs. 6*d.* each; 56 lbs. 9*d.* each; and 112 lbs. 1*s.* each.	The above smalls rates to apply up to 20 miles. 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* 21 miles to 40 miles 0 8 1 0 1 3 41 „ to 60 „ 0 10 1 3 1 7 and so on.	10*s.* to 12*s.* 6*d.* per ton.	Up to 10 miles.	3*d.* to 3½*d.* per ton per mile.	1*s.* 6*d.* to 2*s.* 6*d.* per ton.	No.	It varies from 1*s.* 8*d.* to 2*s.* per ton in the country, and from 3*s.* 4*d.* to 7*s.* per ton in London, for collection, and the same for delivery.	No.	Yes. Special arrangements are required to be made for articles of great weight, bulk, &c.	No.

5. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix C.P.	Generally, 28 lbs. 6*d.* each; 56 lbs. 9*d.* each; and 112 lbs. 1*s.* each.	The above smalls rates apply up to 20 miles. 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* 21 to 40 miles - 0 8 1 0 1 3 41 to 50 „ - 0 10 1 3 1 7 and so on.	12*s.* 6*d.* per ton.	Up to 10 miles.	3*d.* to 3½*d.* per ton per mile.	1*s.* 6*d.* to 2*s.* 6*d.* per ton.	No.	It varies from 1*s.* 8*d.* to 2*s.* per ton in the country, and from 3*s.* 4*d.* to 7*s.* per ton in London, for collection, and the same for delivery.	No.	Yes. Special arrangements are required to be made for articles of great weight, bulk, &c.	No.

Great Western Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	In accordance with the Clearing House Classification, page 48.—Ed. 1866.										
Basket carriage bodies and Bath chairs *at Company's risk.*	In accordance with the Clearing House Classification, page 23.—Ed. 1866.										
Caravans, *showmen's and others.*	The first ton 6*d.* per mile, and 2*d.* per ton per mile in addition for the weight above 1 ton. Minimum charge for 20 miles, weights under 1 ton to be charged as 1 ton.										
Carriage bodies, *finished, in cases.*	In accordance with the Clearing House Classification, page 26.—Ed. 1866.										
Railway carriages, on their own wheels.	6*d.* per carriage per mile. Minimum charge 20*s.*										
Boilers of unusual dimensions.	By special arrangements only.										
Contractor's waggons and materials (*excepting rails and chairs.*)	Station to Station. To 50 miles inclusive - 3*d.* per ton, per mile. 51 to 75 „ - 12*s.* 6*d.* „ „ Above 75 „ - 2*d.* „ „ No less charge than 5*s.* per ton.										
Furniture, *in mats or loose.*	In accordance with Clearing House Classification, page 30.—Ed. 1866.										
Furniture, *in vans, carts or frames.*											
Forgings or castings, above 6 tons.	By special arrangement only.										
Gunpowder - -	Double 5th class. Minimum charge 5*s.* for each consignment. Station to station.										
Lucifer matches and other inflammable articles.	Lucifer matches. Small lots, double 5th class. Minimum 5*s.* each consignment. 2 tons and upwards, third class. The charge in the former case not to exceed the charge for 2 tons in the third-class rate. Station to station.										
Locomotive engines and tenders, on their own wheels.	Station to Station. For 100 miles inclusive - 2*d.* per ton per mile. 101 to 133 „ - 16*s.* 8*d.* „ Above 133 „ - 1½*d.* „ „ No less charge than 5*s.* per ton.										
Petroleum and photogenic oil.	By special contract, station to station. Minimum 2 tons at second-class rates.										
Railway waggons -	New railway waggons on own wheels, if under 3 tons weight to be carried at 3*d.* per waggon per mile, if above that weight at 4*d.* per waggon per mile. No less charge than 5*s.* to be made. If conveyed beyond 50 miles the charge for waggons of all weights to be 3*d.* per waggon per mile.										
Statuary - - -	By special agreement only.										
Returned empty packages.	In accordance with Clearing House Classification, page 52.—Ed. 1866.										
Small parcels - -	Up to 20 miles, 28 lbs., 6*d.*; 56 lbs., 9*d.*; 112 lbs., 1*s.* 21 to 40 miles, „ 8*d.*; „ 1*s.*; „ 1*s.* 3*d.* 41 to 50 miles, „ 10*d.*; „ 1*s.* 3*d.*; „ 1*s.* 7*d.*										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

Not uniformly. The traffic and circumstances frequently necessitate a variation in the charges.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

Shipping trade, competition by sea, and other circumstances.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

5. If not, state in what respects you depart from this condition.

Generally at company's risk. When at owner's risk a lower rate is charged to the public.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No, but they are delivered as soon as possible, depending on the distance, the load in the truck, &c.

7. What time is allowed at the stations for loading and unloading this class of traffic?

From 24 to 48 hours allowed.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

9. What charge for warehousing is made after the period has expired?

The charge will vary according to the district, the cost of service and the accommodation required,

10. What charge do you make for demurrage of waggons?

3*s.* per day in some cases and 3*s.* 6*d.* in others, advancing according to the time detained, with a view of inducing parties not to detain waggons.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, generally.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception.

Practically they are not, as the traffic is generally charged at through rates, but in cases where transfer from one gauge to another has to be performed a charge has to be included for that service and for the accommodation.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

In many cases through trains, and generally through waggons when the load is sufficient.

Great Western Railway.—Inquiry No. 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise?	No.
16. Have you any special contracts independent of the oregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Not in all cases, where the company have more than one route the traffic is classified and worked by that route which is most convenient and expeditious.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes, generally.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates

Give a List of the Acts of Parliament now in force, under which you are authorized to levy Tolls and Rates on the lines included in your former return.

Great Western (proper), 10 & 11 Vict. c. 226 (1847); 15 & 16 Vict. c. 168 (1852).
West Midland, 23 Vict. c. 81 (1860).
Oxford, Worcester, and Wolverhampton, 8 & 9 Vict. c. 184 (1845).
Newport, Abergavenny, and Hereford, 10 Vict. c. 303 (1846).
Worcester and Hereford, 17 Vict. c. 184 (1854); 22 Vict. c. 16 (1859).
South Wales, 18 & 19 Vict. c. 98 (1855).
Shrewsbury and Chester, 7 & 8 Vict. c. 99 (1844); 8 & 9 Vict. c. 43 (1845).
Shrewsbury and Birmingham, 9 & 10 Vict. c. 307 (1846).
Wycombe Lines, 9 & 10 Vict. c. 236 (1846); 20 & 21 Vict. c. 158 (1857).
Wellington and Severn Junction, 16 & 17 Vict. c. 214 (1853).
Coleford, Monmouth, and Usk, 16 & 17 Vict. c. 217 (1853).
Ely Valley, 20 & 21 Vict. c. 41 (1857).
Hereford, Ross, and Gloucester, 15 Vict. c. 40 (1851); 25 & 26 Vict. c. 196 (1862).
Bristol and South Wales Union, 20 & 21 Vict. c. 54 (1857).
Brentford, 18 & 19 Vict. c. 191 (1855).
Marlborough, 24 & 25 Vict. c. 167 (1861).
Stourbridge, 23 Vict. c. 94 (1860).
Much Wenlock, 24 & 25 Vict. c. 189 (1861).
Leominster and Kington, 17 & 18 Vict. c. 144 (1854).
Milford, 19 Vict. c. 14 (1856).
Berks and Hants Extension, 17 & 18 Vict. c. 202 (1854).
Wrexham and Minera, 24 Vict. c. 32 (1861).
Abingdon, 18 Vict. c. 69 (1855).
Stratford-on-Avon, 20 & 21 Vict. c. 116 (1857).
East Somerset, 19 Vict. c. 16 (1856).
Bridport, 18 Vict. c. 11 (1855).
Llangollen, 22 & 23 Vict. c. 64 (1859).
Llangollen and Corwen, 23 & 24 Vict. c. 188 (1860).
Bourton-on-the-Water, 23 Vict. c. 82 (1860).
Witney, 22 & 23 Vict. c. 46 (1859).
Calne, 23 Vict. c. 11 (1860).
Faringdon, 23 & 24 Vict. c. 196 (1860).
Nantwich and Market Drayton, 24 Vict. c. 44 (1861).

Moiety of—

Birkenhead, 24 & 25 Vict. c. 134 (1861).
Shrewsbury and Welchpool, 19 & 20 Vict. c. 132 (1856).
Shrewsbury and Hereford, 9 & 10 Vict. c. 325 (1846).
Tenbury, 22 & 23 Vict. c. 16 (1859).
West London Extension, 9 & 10 Vict. c. 369 (1846); 10 & 11 Vict. c. 74 (1847); 22 & 23 Vict. c. 134 (1859).
West London Railway, 6 Wm. 4. c. 79 (1836); 3 & 4 Vict. c. 105 (1840).

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Manchester, Sheffield, and Lincolnshire	183¾ miles.
South Yorkshire	62 „
Cheshire Midland	13 „
Stockport and Woodley Junction	2¾ „
	261½ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

All articles, except those marked *, the same rates and terms as "Bricks, *common*."

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take if at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	9*d.* to 1*s.* 8*d.*	4 tons	Any distance up to 6 miles.	Beyond the minimum of 1*s.* 8*d.*, 1*d.* per ton per	¾*d.* to 1*d.* per ton per mile.	Various, according to circumstances.	Yes	Never done by the company.	
*Cannel	See Coal.								
Chromate ores									
*Cinders	See Coal.								
Clay									
*Coal	9*d.* to 1*s.*	4 tons	6 miles	Beyond the minimum of 1*s.*, from 1*d.* to 1½*d.*	¾*d.* per ton per mile, except coal for shipment, which is about ⅝*d.* per ton per mile.	Various	Yes	Ditto.	
*Coke	See Coal.								
Compost									
Coprolites, *for manure*									
*Culm	See Coal.								
Draining pipes and tiles (*com. for agricultural draining*).									
*Dross	See Coal.								
Fire bricks and clay									
*Flagstones	9*d.* to 1*s.* 8*d.*	4 tons	6 miles	Beyond the minimum of 1*s.* 8*d.*, 1½*d.* per ton per mile.	1½*d.* per ton per mile.	Various	Yes	Ditto.	
Granite, *undressed*									
Gravel									
*Iron ore	Not carried in company's waggons.								
Iron, *pig*									
*Iron stone	Not carried in company's waggons.								
Lime and limestone									
*Manure, *in bulk* (*stable or ash pit*).	Not carried in company's waggons.								
*Materials for road repairs.	See Coal.								
Peat									
Potters' earth									
Pyrites									
Salt, *rock and unmanufactured.*									
*Salt, *in bulk*, including manufactured salt, when so carried.	Not carried in company's waggons.								
Sand									
*Scoriæ	See Coal.								
*Slag	See Coal.								
Slates, *common*									
*Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	See Flagstones.								
Sulphur ore									
Tiles									
Turf									
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

Yes, except as follows.

4. If not, state the nature of the exceptions.

Coal for shipment, and where parties have private sidings adjoining the main line.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

Owner's risk.

6. If not, state in what respects you depart from this condition.

We do not depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

For loading, one day; unloading, two days.

9. What charge do you make for demurrage of waggons?

3*s.* per day.

Manchester, Sheffield, and Lincolnshire Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

For all articles in this list (except those marked *, the allowance from our ordinary rate, as given in the return A., for companies' waggons, made to persons finding their own), is a matter of mutual arrangement before they run any risk by hiring, or expend any capital by purchasing waggons; but the "not excepted" are generally carried in companies' waggons.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Bricks, *common*							
*Cannel	See Coal.						
Chromate ores							
*Cinders	See Coal.						
Clay							
*Coal	9*d.* to 1*s.*	4 tons.	6 miles.	Beyond the minimum, ⅜*d.* to 1*d.*	¾*d.* per ton per mile, except for shipment, which is about ½*d.*	Various.	Yes.
*Coke	See Coal.						
Compost							
Coprolites, *for manure*							
*Culm	See Coal.						
Draining pipes and tiles (*com. for agricultural draining*).							
*Dross	See Coal.						
Fire bricks and clay							
Flagstones							
Granite, *undressed*							
Gravel							
*Iron ore	9*d.* to 1*s.*	4 tons.	6 miles.	⅜*d.* to ⅝*d.*	½*d.* to ⅝*d.*	Various.	Yes.
Iron, *pig*							
*Iron stone	See Iron ore.						
Lime and limestone							
*Manure *in bulk* (*stable and ash pit*).	9*d.* to 1*s.*	4 tons.	6 miles.	¾*d.* per ton per mile.	¾*d.* per ton per mile.	Various.	Yes.
*Materials for road repairs.	See Coal.						
Peat							
Potters' earth							
Pyrites							
Salt, *rock and unmanufactured*,							
*Salt, *in bulk*, including manufactured salt, when so carried.	See Iron ore.						
Sand							
*Scoriæ	See Coal.						
*Slag	See Coal.						
Slates, *common*							
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

10*d.* Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes, except as follows.

12. If not, state the nature of the exceptions. Where parties have private sidings adjoining the main line, and in cases of coal for shipment.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owner's waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system of junctions? Yes, when required and agreed to by adjoining companies.

18. Are junctions considered as stations for this class of traffic? Yes, all our junctions being stations, except one, to which no traffic is entered.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? The traffic is entered to the junction station and handed over to the forward company.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— No.

a. Is the charge based on a minimum annual payment, or on the quantity carried? We have not any.

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? Yes, with a few large millers.

Manchester, Sheffield, and Lincolnshire Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the SPECIAL CLASS of the Clearing House Classification Appendix CP.	1*s.* 8*d.* to 2*s.* 6*d.*	Two tons.	Six miles.	1½*d.* to 2*d.*, But in each case never above the charges allowed by Act.	1*d.* to 1½*d.*	This varies according to circumstances.	It is in addition to the foregoing charges.	The rule is for the sender or consignee and the company to assist each other. There are cases where it is wholly done by the company, and for which no extra charge is made.		

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No. We have to be guided by what is best for the development of the traffic.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

To meet competition by sea and from other markets, the nature and value of the traffic and what rate it can bear, and shorter railway routes.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

At company's risk generally.

5. If not, state in what respects you depart from this condition.

We charge higher class goods at special class rate when owner takes the risk.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No.

7. What time is allowed at the stations for loading and unloading this class of traffic?

Two days.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

These articles are not warehoused, except grain, flour, and malt.

9. What charge for warehousing is made after the period has expired?

This varies according to article, locality, and accommodation, and in a few instances no charge is made.

10. What charge do you make for demurrage of waggons?

3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exception.

Yes; by mutual arrangement, when required to do so.

12. Are junctions considered as stations for the traffic of articles in this return?

Yes, unless such are entered "through" to stations beyond the junction.

13. If not, state the exceptions, and give an instance of each class of exception.

When the traffic is carried from or to the junction at local rates.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

It is entered to the junction at local rates, and if the waggon contains two tons or upwards it is allowed to go forward to the destination of the goods.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No, but special rates are made applicable to all persons under the same circumstances, for guaranteed quantities.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

No. There are many cases where the shortest route is not the most expeditious, arising from a variety of causes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

Yes. Creosote, gas and coal tar, and salt, are carried in owner's waggons, and this is taken into consideration in fixing the rates for such articles.

Manchester, Sheffield, and Lincolnshire Railway—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIRST CLASS of the Clearing House Classification. Appendix CP.	6*d.*	Vary, but are about as follows: 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* Up to 10 miles . . 0 6 0 6 0 6 11 to 20 „ . . 0 6 0 8 0 10 21 to 40 „ . . 0 8 0 10 1 0 41 to 60 „ . . 0 10 1 0 1 3 61 to 80 „ . . 1 0 1 3 1 6 81 to 100 „ and above 1 6 1 9 2 0	5*s.*	Six miles.	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade, and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky light goods, for heavy castings, and for fragile articles; for bad roads and long distances.	No.

These replies refer to all articles mentioned in this Inquiry No. 3, except acids, railway carriages and waggons, contractors' waggons and materials, gunpowder, lucifer matches, locomotive engines and tenders on own wheels, and statuary, for which see remarks opposite each.

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND CLASS of the Clearing House Classification. Appendix CP.	6*d.*	Vary, but are about as follows: 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* Up to 10 miles . . 0 6 0 6 0 6 11 to 20 „ . . 0 6 0 8 0 10 21 to 40 „ . . 0 8 0 10 1 0 41 to 60 „ . . 0 10 1 0 1 3 61 to 80 „ . . 1 0 1 3 1 6 81 to 100 „ and above 1 6 1 9 2 0	5*s.*	Six miles.	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade, and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky light goods, for heavy castings, and for fragile articles; for bad roads and long distances.	No.

Manchester, Sheffield, and Lincolnshire Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Third Class of the Clearing House Classification. Appendix CP.	6*d.*	Vary, but are about as follows: 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* Up to 10 miles - - 0 6 0 6 0 6 11 to 20 „ - - 0 6 0 8 0 10 21 to 40 „ - - 0 8 0 10 1 0 41 to 60 „ - - 0 10 1 0 1 3 61 to 80 „ - - 1 0 1 3 1 6 81 to 100 „ and above 1 6 1 9 2 0	5*s.*	Six miles.	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality, from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky light goods, for heavy castings, and for fragile articles; for bad roads and long distances.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weigh ?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fourth Class of the Clearing House Classification. Appendix CP.	6*d.*	Vary, but are about as follows: 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* Up to 10 miles - - 0 6 0 6 0 6 11 to 20 „ - - 0 6 0 8 0 10 21 to 40 „ - - 0 8 0 10 1 0 41 to 60 „ - - 0 10 1 0 1 3 61 to 80 „ - - 1 0 1 3 1 6 81 to 100 „ and above 1 6 1 9 2 0	5*s.*	Six miles.	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky light goods, for heavy castings, and for fragile articles; for bad roads, and long distances.	No.

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fifth Class of the Clearing House Classification. Appendix CP.	6*d.*	Vary, but are about as follows: 28 lbs. 56 lbs. 112 lbs. *s. d. s. d. s. d.* Up to 10 miles - - 0 6 0 6 0 6 11 to 20 „ - - 0 6 0 8 0 10 21 to 40 „ - - 0 8 0 10 1 0 41 to 60 „ - - 0 10 1 0 1 3 61 to 80 „ - - 1 0 1 3 1 6 81 to 100 „ and above 1 6 1 9 2 0	5*s.*	Six miles.	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky light goods, for heavy castings, and for fragile articles; for bad roads, and long distances.	No.

Manchester, Sheffield, and Lincolnshire Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	*See* Clearing House Classification, page 48 [152], clause 9.										
Basket carriage bodies and Bath chairs, *at company's risk.*	6*d.*	Vary, but are about as follows:— 28 lbs. 56 lbs. 112 lbs.	5*s.*	6 miles	Varies from 2*d.* to 4*d.*, but distance does not govern the charge. This has to be arranged so as to meet the requirements of the trade and develope the traffic consistently with the interests of the company and the powers given to them.	Varies from 1*s.* 9*d.* and upwards at each end, according to the nature of the traffic.	No, but are included in the gross rate charged.	This varies according to the locality from 1*s.* 8*d.* to 3*s.* 4*d.*	No, but are included in the gross rate charged.	Yes, they are numerous, say for bulky goods, for heavy castings, and for fragile articles; for bad roads and long distances.	No.
Caravans, *showmen's and others.*		Up to 10 miles: 6*d.* 6*d.* 6*d.*									
Carriage bodies, *finished, in cases.*		11 to 20 miles: 6*d.* 8*d.* 10*d.*									
		21 to 40 miles: 8*d.* 10*d.* 1*s.*									
		41 to 60 miles: 10*d.* 1*s.* 1*s.* 3*d.*									
		61 to 80 miles: 1*s.* 1*s.* 3*d.* 1*s.* 6*d.*									
		81 to 100 miles, and above: 1*s.* 6*d.* 1*s.* 9*d.* 2*s.*									
Railway carriages, on their own wheels.	Sixpence per carriage per mile.										
Boilers of unusual dimensions.	For rates of charges, see Basket carriage bodies and Bath chairs, Caravans, and Carriage bodies above.										
Contractors' waggons and materials (*excepting rails and chairs*).	See Clearing House Classification, page 54 [158].										
Furniture, *in mats or loose.*	For rates of charges, see Basket carriage bodies and Bath chairs, Caravans, and Carriage bodies above.										
Furniture, *in vans, carts, or frames.*											
Forgings or castings, above 6 tons.											
Gunpowder -	See Clearing House Classification, page 48 [152], clause 8.										
Lucifer matches, and other inflammable articles.	Do. do. page 48 [152], clause 5.										
Locomotive engines and tenders, on their own wheels.	Do. do. page 54 [158].										
Petroleum and photogenic oil.	For rates of charges, see Basket carriage bodies and Bath chairs, Caravans, and Carriage bodies above.										
Railway waggons	See Clearing House Classification, page 54 [158].										
Statuary - -	Not carried, except by special arrangement.										
Returned empty packages.	See Clearing House Classification, page 52 [156].										
Small parcels -	For rates of charges, see Basket carriage bodies and Bath chairs Caravans, and Carriage bodies above.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

No; there are many exceptions made in order to meet the necessities of the trade, its proper development, and competition.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?
5. If not, state in what respects you depart from this condition.

At company's risk, excepting those provided for in the Carriers' Act, when above 10*l.* value. For some goods special arrangements are made, should the owner wish to take the risk, by charging the rate for a class lower than that in which the goods are named.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

Within a reasonable time.

7. What time is allowed at the stations for loading and unloading this class of traffic?

This is done by the company, who, for their own interest, use every exertion to do it quickly.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?
9. What charge for warehousing is made after the period has expired?

Varies according to article and locality.

10. What charge do you make for demurrage of waggons?

Generally the goods are collected, loaded, unloaded, and delivered by the company, and consequently demurrage does not arise.

Manchester, Sheffield, and Lincolnshire Railway.—Inquiry No. 3.—*continued.*

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exception.	Yes, by mutual arrangement, when required to do so.
12. Are junctions considered as stations for the traffic of articles in this return?	Not when carried at through rates.
13. If not, state the exceptions, and give an instance of each class of exception.	When there are no through rates, the goods being entered locally.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The goods are entered to the junction best suited to expedite the traffic, and the waggon may be sent forward with the same goods if it contains one ton and upwards.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise?	No.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No special contracts, but we have special rates, which are quoted to all parties under the like circumstances.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	No, although the shortest route governs the rates charged, it is in some cases more expeditious and also economical to forward by a somewhat longer route.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	We have only one case, where sometimes a locomotive engine builder uses his own waggon.

GREAT-EASTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

GREAT EASTERN RAILWAY.

1. Give a list of the lines to which this return refers, and state their respective lengths.

		Miles.			Miles.
Main Line.	London to Yarmouth, viâ Colchester, Woodbridge, and Saxmundham	120¼	Branches.	Wisbeach to Watlington	9¾
„	London to Yarmouth, viâ Cambridge, Ely, and Norwich	143	„	Lynn to Dereham	26½
Branches.	Stratford to Loughton	7¼	„	Malden and Braintree	12
„	Hackney Wick Junction	1¼	„	Manningtree to Harwich	11
„	Shelford to Shepreth	5½	„	Mark's Tey to Sudbury	11¾
„	Water Lane to Enfield	3¼	„	Colchester to Hythe	1¾
„	Stratford to Woolwich	5	„	Bentley to Hadleigh	7
„	Cambridge to Haughley	40¼	„	Ipswich to Norwich	46
„	Cambridge to Wisbeach	39¼	„	Trowse Junction	1¼
„	Broxbourne to Hertford	5½	„	Wymondham to Wells	32¾
„	Shepreth to Hitchin	17¾	„	Reedham to Lowestoft	11¼
„	Ely to Peterborough	28¼	„	Tivetshall to Lowestoft	27¾
„	Ely to Lynn	25	„	Framlingham, Aldborough, and Snape	15¼
„	Lynn Harbour Junction	1¾	„	St. Olave's to Haddiscoe	1
„	St. Ives to Huntingdon	4½	„	Wisbeach Harbour Branch	1½
					664¼

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(b.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation.	(c.) Is it included in the foregoing Charges?	(d) What is the Charge for Loading and Unloading when done by the Company?	(d) Is it in addition to the foregoing Charges?
Brick, *common*	1*s.*	4 Tons.	8 miles	1*d.*	¾*d.*	4*d.*	Yes.	1*s.* per ton loading; and 1*s.* per ton unloading.	Yes.
Cannel	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Chromate ores	Do.		14 „	1*d.*	¾*d.*				
Cinders	Do.		14 „	1*d.*	¾*d.*				
Clay	Do.		14 „	1*d.*	¾*d.*				
Coal	11*d.*		6 „	1*d.*	¾*d.*				
Coke	1*s.* 6*d.*		6 „	1½*d.*	1⅛*d.*				
Compost	Do.		14 „	1*d.*	¾*d.*				
Coprolites, *ground, for manure*	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				
Coprolites, *whole*	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Culm	Do.		14 „	1*d.*	¾*d.*				
Draining pipes and tiles (*common, for agricultural draining*).	Do.		14 „	1*d.*	¾*d.*				
Dross	Do.		14 „	1*d.*	¾*d.*				
Fire bricks and clay	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				
Flagstones	Do.		16 „	1½*d.*	1½*d.*				
Granite, *undressed*	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Gravel	Do.		14 „	1*d.*	¾*d.*				
Iron ore	Do.		14 „	1*d.*	¾*d.*				
Iron, *pig*	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				
Iron stone	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Lime and limestone	Do.		14 „	1*d.*	¾*d.*				
Manure, *in bulk*	Do.		14 „	1*d.*	¾*d.*				
Materials for road repairs	Do.		14 „	1*d.*	¾*d.*				
Peat	Do.		14 „	1*d.*	¾*d.*				
Potters' earth	Do.		14 „	1*d.*	¾*d.*				
Pyrites	Do.		14 „	1*d.*	¾*d.*				
Salt, *rock, and unmanufactured*	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				
Salt, *in bulk*, including manufactured salt, when so carried.	Do.		16 „	1½*d.*	1⅛*d.*				
Sand	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Scoriæ	Do.		14 „	1*d.*	¾*d.*				
Slag	Do.		14 „	1*d.*	¾*d.*				
Slates, *common*	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.		16 „	1½*d.*	1½*d.*				
Sulphur ore	Do.		16 „	1½*d.*	1½*d.*				
Tiles	Do.		16 „	1½*d.*	1½*d.*				
Turf	1*s.* 6*d.*		14 „	1*d.*	¾*d.*				
Zinc ore	2*s.* 6*d.*		16 „	1½*d.*	1½*d.*				

GENERAL REMARKS.

Coals and whole Coprolites are conveyed at a computed weight of 21 cwts. to the ton; all other articles mentioned are conveyed at actual weight, or 2,240 lbs. to the ton.

Great Eastern Railway.—Inquiry No. 1.—*continued.*

GENERAL REMARKS.

	Miles.	Per Ton, including Terminal. s.	d.
Ground Coprolites.—			
Ipswich to Lowestoft	50	5	0
,, to London	68	5	0
Bramford to London	71	5	0
Gravel.—			
Ware and Royston	52	3	0
,, Meldreth	49	3	0
,, Shepreth	47	3	0
Hertford and Royston	54	3	0
,, Meldreth	51	3	0
,, Shepreth	49	3	0
Chesterford and Meldreth	15	1	3
Manure (Stable) in bulk.—			
London and Baldock	74	3	6
,, Ashwell	69½	3	6
,, Royston	65¼	3	6
,, Meldreth	62¼	3	6
,, Chesterford	47½	3	6
,, Dullingham	68½	4	0
,, Long Stanton	66¾	3	6
,, Oakington	64¼	3	6
,, Somersham	77¾	4	0
Whole Coprolites.—			
Baldock and London	74	4	4
Bricks (Common).—			
Marks Tey and Snaresbrook	49	3	7½
,, Tottenham	47	3	2
,, Angel Road	49	3	7½
Elmswell and Histon	43	3	4½
Sudbury and Cambridge	90	3	3
,, Ipswich	34	2	5
Leiston and Colchester	45	3	4
,, Ipswich	27	2	0
,, Carlton Colville	28½	2	0
,, Lowestoft	30¼	2	0
,, Aldeby	25½	2	0
,, St. Olaves	29¼	2	0
,, Yarmouth	34¾	2	0
,, Harleston	35¼	2	0
,, Homersfield	32¾	2	0
,, Bungay	28¾	2	0
,, Ellingham	26½	2	0
,, Ditchingham	28	2	0
Wisbeach and London	95½	5	2
Whittlesea ,,	96¼	5	2
Chelmsford ,,	29¼	2	0
Downham and London (*Sand also*).—	88	5	0
Leiston ,,	94¾	5	2
Newport ,,	41¾	2	10

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

4. If not, state the nature of the exceptions. — For particulars, see above.

5. Is the traffic of this class conveyed at the owner's risk or otherwise? — Conveyed at owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Loading, 24 hours; unloading, 24 hours: for coal and coke only, the time allowed for unloading is 48 hours.

9. What charge do you make for demurrage of waggons? — 3*s.* 6*d.* per waggon per day.

(B.) IN OWNERS' WAGGONS.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *ground, for manure.* Coprolites, *whole* Culm Draining pipes and tiles (*common, for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites	Carried at the same rates and under the same conditions as when conveyed in companies' waggons, less an allowance of ¼th of a penny per ton per mile for the use of the owners' waggons.						
Salt, *rock and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried.	1*s.* 6*d.*	4 tons	18 miles	¼ths of a penny	¼ths of a penny	4*d.*	Yes.
Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	Carried at the same rates and under the same conditions as when conveyed in companies' waggons, less an allowance of ¼th of a penny per ton per mile for the use of the owners' waggons.						

Great Eastern Railway.—Inquiry No. 1.—*continued.*

GENERAL REMARKS.

Salt.—Peterborough to Norwich, Lowestoft, Yarmouth, Ipswich, Bealings, Woodbridge, Melton, Wickham Market, Framlingham, Snape, Saxmundham, Leiston, Darsham, Halesworth, Brampton, Beccles, and Aldeby. ½*d.* per ton per mile, including Terminal.

Coals.—Peterborough to	Miles.	Per Ton, including Terminal. s.	d.
London	101	3	0*
Ilford	102½	3	6
Romford	107		
Brentwood	113½	4	0
Ipswich	101	3	6
Norwich	84	3	6
Lowestoft	106⅔	3	6
Yarmouth	103½	3	6

* Or $\frac{1}{10}$ of a 1*d.* per ton per mile, and 5*d.* terminal.

10*d.* Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? No.

12. If not, state the nature of the exceptions. For particulars, see above.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Conveyed at owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owner's waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions. Generally make through rates, excepting for coal, coke, and salt traffic.

18. Are junctions considered as stations for this class of traffic? No.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? The traffic, if in full loads, is forwarded to destination in due course and conveyed at the local rates; and when in smaller quantities, transhipped at the junction and sent forward with other traffic.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? No.

If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? No.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimun Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Yes.	Nil.		No.
Ale and porter, *in casks*	Do.	1 ton	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Alkali	Do.	2 tons	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Alum and alum cake	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Anchors	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Asphaltum	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Asphalte apparatus, *when sent with asphalte.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Axles, wheels, and tyres, *railway*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Axles, *Bessemer made*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do
Axles, wheels, and tyres, *steel, at owner's risk.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Baggage, *military*	2*d.* per ton per mile.							1*s.* 6*d.* per ton loading, 1*s.* 6*d.* per ton unloading.	Yes	In such cases the 3*s.* per ton is not charged.
Bar wood	See Inquiry 3.									
Bark (tanner's) *packed*	3*s.* 4*d.*	2 tons	10 miles.	2*d.*	1½*d.*	3*s.*	Yes	Nil		No.
Ditto, *loose*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.

Great Eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.)			(b.)		(c.)		(d.)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Barley	See Grain, Inquiry 2.									
Barytes	3*s.* 4*d.*	2 tons	10 miles		1½*d.*	3*s.*	Yes.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Baywood	See Inquiry 3.									
Beans	See Grain.									
Bessemer made shot	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Yes.	Nil		No.
Bessemer made armour plates	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Bessemer made rails	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Bessemer made ingots	See Castings, Inquiry 3.									
Bessemer made rough forgings	Do.	Do.								
Biscuits, dog	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.		Do.
Bleaching powder	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Blocks, *rough cast steel horn*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Blubber	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Bone ash, *at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Bone and horn waste, *in truck loads at owner's risk.*	Do.	3 tons loose, 2 tons packed.	Do.	Do.	Do.	Do.	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Bones, *calcined, at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Bones, *common, for size or manure, at owner's risk.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Borings, *iron*	Do.	2 tons	Do.	Do.	Do.	Do.	Do.	Nil		No.
Bran	See Grain.									
Brimstone, *at owner's risk*	3*s.* 4*d.*	3 tons loose, 2 tons packed.	Do.	Do.	Do.	Do.	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Builders' implements, *ladders, planks, scaffold poles, &c.*	Do.	1 ton	Do.	Do.	Do.	Do.	Do.	Nil		No.
Burr stones	Do.	2 tons	Do.	Do.	Do.	Do.	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Cannon balls	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Nil		No.
Cement	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Cement stone	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Chains, *large, loose*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Chalk, *at owner's risk*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¼*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Charcoal, *packed*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil		No.
Charcoal, *animal*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Charubs or locusts, *actual weight*	See Grain, Inquiry 2.									
Chimney pots, *earthenware, at owner's risk*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Do.		Do.
China clay, *at owner's risk*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¼*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Cider, *in casks*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d*	3*s.*	Do.	Nil		No.
Clay retorts, *at owner's risk*	See Inquiry 3.									
Clog blocks, *rough*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Do.		Do.
Coal dust, *in bags and casks*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Coal tar and creosote, *in owner's trucks at owner's risk.*	5*s.*	Do.	30 miles	Do.	Do.	1*s.*	Do.	Railway Company do not perform these services.		
Cocoa nut refuse, *for manure, at owner's risk.*	3*s.* 4*d.*	3 tons	10 miles	Do.	Do.	3*s.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Copperas	See Inquiry 3.									
Copper ore	Ditto.									
Cordwood, *actual weight*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Nil		No.
Cullet, *in casks*	See Inquiry 3.									
Dari	See Grain, Inquiry 2.									
Deals, *actual weight*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Do.		Do.
Dills	See Grain, Inquiry 2.									
Disinfecting powder	See Inquiry 3.									
Drain pipes, *agricultural*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¼*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Drain pipes, *not agricultural, at owner's risk.*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil		No.
Earth nuts	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Emery stone	See Inquiry 3.									
Farina	See Grain, Inquiry 2.									
Felloes, naves, and spokes	See Inquiry 3.									
Fire-clay chimney cans, *at owner's risk*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Do.		Do.
Fire-clay vent linings, *at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Fire-clay ware, *not otherwise specified, at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Fire-wood, *common*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Flints, *loose, at owner's risk*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¼*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Flint, *packed*	See Inquiry 3.									
Flooring boards, *rough*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil		No.
Flour	See Grain, Inquiry 2.									
Founder's dust, *packed*	3*s.* 4*d.*	2 tons	10 miles	Do.	Do.	Do.	Do.	Do.		Do.
Fuller's earth	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Fustic	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.		Do.
Gas and coal tar, and creosote, *in owner's trucks.*	See Coal Tar, Inquiry 2.									

Great Eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Gas and water pipes, *iron, except water pipes for spouting, and their connexions, at owner's risk.*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Yes.	Nil	-	No.
Gas water	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Glue pieces, *wet, at owner's risk*	Do.	3 tons	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Grains, *brewers' and distillers', at owner's risk.*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¾*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Grain, flour, &c.	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	-	No.
Grindstones	See Inquiry 3.									
Guano	3*s.* 4*d.*	tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Gurdgeons	See Grain, above.									
Gypsum	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s,*	Do.	Do.	-	Do.
Hominy	See Grain, above.									
Hoopwood, *rough, in bundles*	See Inquiry 3.									
Ice *in 1 ton lots (weight taken at starting point).*	Ditto									
Indian corn	See Grain, above.									
Iron boiler plates, bars, and other undamageable iron.	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Forgings, *in the rough, not otherwise specified.*	See Castings, Inquiry 3.									
Iron retorts	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Scrap iron, *at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Iron spikes	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Lathwood	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Lead ore	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Lead, *pig*	Do.	Do.	Do.	Do.	Do,	Do.	Do.	Do.	-	Do.
Leather shavings, *for manure*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Mahogany, *in logs*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Malt and meal	See Grain, Inquiry 2.									
Malt culms, *actual weight*	Do.	do.								
Manganese	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Manures, *packed*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Manure, *shoddy*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Millet	See Grain, Inquiry 2.									
Muriate of potash	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Nitrate of soda	See packed Manures, above.									
Oats	See Grain, Inquiry 2.									
Ochre	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Oil cake, *packed*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Ditto, *loose*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Oil cake, *ground, packed*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Nil	-	No.
Paddy or rice, *in the husk*	See Grain, Inquiry 2.									
Patent fuel	See Patent Firewood, Inquiry 3.									
Peas, *dried*	See Grain, Inquiry 2.									
Pelts, *wet, at owner's risk*	3*s.* 4*d.*	3 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Pipe clay, *at owner's risk*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¾*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Pitch	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	-	No.
Plaster	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Points and crossings, *railway*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Pollard	See Grain, Inquiry 2.									
Posts and rails, *for fencing*	See Inquiry 3.									
Postwood, *machine weight*	See do.									
Pozzolano	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Propwood, *machine weight*	See Inquiry 3.									
Railway sleepers, *actual weight*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Rags for manure	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Rice flour and meal	See Grain, Inquiry 2.									
Rice for stock feeding	Do.	do.								
Ropes, *old, including wire ropes*	See Inquiry 3.									
Rye	See Grain, Inquiry 2.									
Sago flour	Do.	do.								
Salt, *in bags, at owner's risk*	2*s.* 6*d.*	4 tons	16 miles	1½*d.*	1½*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Do.	In such cases the 2*s.* per ton is not charged.
Salt, *manufactured, at owner's risk*	2*s.* 6*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	
Salt cake	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	-	No.
Sanitary tubes, *at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Sash weights	See Castings, Inquiry 3.									
Satin white	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Sawdust	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Sea-weed	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Seeds, flax	See Seeds generally, Inquiry 3.									
Seeds, linseed	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Seeds, rape	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Seeds, carlic	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Seeds *for crushing for oil*	Do.	Do.	Do.	Do.	Do,	Do.	Do.	Do.	-	Do.
Sharps	See Grain, Inquiry 2.									
Shelling	Do.	do.								
Soda	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Do.	-	Do.
Soda ash, *at owner's risk*	1*s.* 6*d.*	4 tons	14 miles	1*d.*	¾*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Soot, *at owner's risk*	2*s.* 6*d.*	Do.	16 miles	1½*d.*	1½*d.*	4*d.*	Do.	Do.	Do.	
Spelter	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	-	No.
Spetches, *wet*	Do.	3 tons	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Staves	Do.	2 tons	Do.	Do.	Do.	Do.	Do.	Do.	-	Do.
Steel plates, *for shipbuilding*	See Inquiry 3.									
Stone, *roughly wrought up—as troughs, sinks, &c.—at owner's risk.*	2*s.* 6*d.*	4 tons	16 miles	1½*d.*	1½*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Stone, *carved for building purposes, at owner's risk.*	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	-	No.

Great Eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what deduction made when the Loading or Unloading is done by the Owner?
Tar	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Yes	Nil	- -	No.
Tares	See Grain, Inquiry 2.									
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	2*s.* 6*d.*	4 tons	16 miles	1½*d.*	1½*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes	In such cases the 2*s.* per ton is not charged.
Timber, *logs or baulks, by measurement*	Do.	2 tons	15 miles	2*d.*	2*d.*	1*s.*	Do.	3*s.*	Do.	In such cases the 3*s.* per ton is not charged.
Umber	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	- -	No.
Vegetables, viz.:—										
Cabbages, greens, onions, potatoes (old), rhubarb.	Do.	3 tons loose, 2 tons packed.	10 miles	Do.	Do.	Do.	Do.	Do.	- -	Do.
Carrots, parsnips, mangel wurzel, and turnips.	2*s.* 6*d.*	4 tons	16 miles	1½*d.*	1½*d.*	4*d.*	Do.	1*s.* per ton loading, 1*s.* per ton unloading.	Yes.	In such cases the 2*s.* per ton is not charged.
Vetches	See Inquiry 3.									
Wheat	See Grain, Inquiry 2.									
Whiting	3*s.* 4*d.*	2 tons	10 miles	2*d.*	1½*d.*	3*s.*	Do.	Nil	- -	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?

See attached list, marked (A.)

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

At company's risk, excepting where specified in this return at owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

We undertake to deliver the traffic within a reasonable time.

7. What time is allowed at the stations for loading and unloading this class of traffic?

The company's servants load and unload this traffic when the services are not performed by the owner's servants.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

48 hours for all descriptions of traffic, excepting grain and flour; and for particulars in respect to grain and flour, see attached list marked (B.)

9. What charge for warehousing is made after the period has expired?

1*d.* per ton per day for all descriptions of traffic, excepting grain and flour; and for particulars in respect to grain and flour, see attached list marked (B.)

10. What charge do you make for demurrage of waggons?

No demurrage on trucks accrues; see reply to No. 7 above.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, by mutual arrangement between the respective companies.

12. Are junctions considered as stations for the traffic of articles in this return?

No, excepting when there happens to be no through rate for the traffic, and in all such cases the traffic is entered at local rates to the junction.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The traffic is forwarded to destination in due course, and conveyed at local rates to the junctions most convenient of access to the railway company's system for which the traffic is intended.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, with but very few exceptions, and then only because the route is better although longer; for example, from Peterborough to Chelmsford the traffic is carried viâ Stratford, although the shortest route is viâ Haverhill and Sudbury.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes, the mileage rates apply to the shortest railway route.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

No, excepting where specified in this return.

Great Eastern Railway.—Inquiry No. 2.—*continued.*

(A.)

Under the questions shown in the three columns (letter *d*) it will be seen that the replies have been in many instances "Nil" "No." It is therefore necessary to explain that with the traffic specified, it is the practice of the owner's servants to assist the company's servants in loading and unloading.

Exceptional rates.

The maximum rate for grain and flour from London to any Great Eastern station is 10*s.* per ton.
The maximum rate for grain from any Great Eastern station to London is 11*s.* 8*d.* per ton.
The maximum rate for flour from any Great Eastern station to London is 10*s.* per ton.
The maximum rate for packed manures from London to any Great Eastern station is 11*s.* 6*d.* per ton.
The maximum rate for oil cake between any two Great Eastern stations is 9*s.* per ton.
The mileage scale of rates is departed from in cases where the railway has to complete with sea, river, or canal; for example,

		s.	*d.*
Grain, Ipswich to London, is carried	68 miles at	7	0 per ton.
Packed manures, London to Lynn	$98\frac{3}{4}$	8	0 "
" " and Wisbeach	$95\frac{1}{2}$		
Oil cake, Lynn and Yarmouth	69	6	0 "
Flour, Yarmouth to London	121	8	0 "
Malt "		9	8 "

Also in cases where the traffic has to be sent from one point to another which is but a very short distance by road; for example,
Grain, Brentwood to Romford - - - - - - 7 miles - - 2*s.* 6*d.* per ton.

(B.)

Clause 1. Corn or grain is warehoused free of charge at Blackwall station 14 clear days, at Brick Lane and Stratford stations 7 clear days, and at country stations 5 clear days, after carriage over the railway; after which the following scale of charges for warehouse rent comes into operation:—

Corn, grain, or seed in owner's sacks - - - - - - $\frac{1}{2}$*d.* per quarter per week.
Ditto in company's sacks - - - - - - $1\frac{1}{2}$*d.* "

Clause 2. Corn or grain is not received at Brick Lane or Stratford stations to await order prior to being carried over the railway.

Clause 3. At Blackwall corn or grain received ex ship is warehoused 5 clear days free of charge; if, at the expiration of that time, no instructions have been received for carriage rent is charged from the date of the original delivery, upon the scale given in clause 1. There is also a charge of 1*s.* per ton for landing and reloading, in addition to the usual wharfage charge of 6*d.* per ton.

Clause 4. At country stations corn or grain is received prior to carriage over the railway, and warehoused free of charge for 5 clear days; if not removed at the expiration of that time, rent is charged from the date of the original delivery, upon the scale given in clause 1. If removed, however, without being sent over the railway at all, the charge will be 3*d.* per quarter per week from the date of the original delivery.

Clause 5. Grain, corn, and seed delivered at Great Eastern stations in Great Eastern sacks and afterwards forwarded to stations on foreign lines of railway. When merchants deliver grain at a Great Eastern station in Great Eastern sacks and the grain is afterwards sent to stations on foreign lines, the charge to be made for sack hire and rent is $1\frac{1}{2}$*d.* per quarter per week, to commence the day of delivery, and parts of a week charged as a week.

Clause 6. Flour, bran, pollard, middlings, and grain offal generally, received at Brick Lane, Stratford, or Blackwall from country stations, are charged 1*d.* per sack (or per quarter) for warehouse rent, irrespective of time, when forming part of running stocks; but if otherwise, the charge will be $\frac{1}{2}$*d.* per sack per week in addition to the 1*d.* per sack originally charged.

Clause 7. At country stations the charge is $\frac{1}{2}$*d.* per sack per week, commencing at the expiration of 5 clear days after carriage over the railway, during which interval no charge is made.

Clause 8. Parts of a week charged as a week, both in respect to grain and flour.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Acetate of soda	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Acetic acid, *in casks*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Ale and porter, *in casks*	See Inquiry 2.										
Ammonia, *in casks or iron drums.*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Antimony ore	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Anvils	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Apples, *in casks and sacks*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Apples, *in baskets*	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Argols	Do.		8*s.* 4*d.*	7 miles	$4\frac{1}{4}$*d.*						
Arm and share moulds	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Ashes, *pot and pearl*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Asphalte apparatus, *when not sent with asphalte.*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Bagging, *Surat*	See Bagging, Inquiry 3.										
Barilla	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Bar wood and baywood	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Biscuit, *dog*	See Inquiry 2.										
Blubber	Do.										
Blocks, *bobbin*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Boilers, *under 30 feet long*	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Bomb shells (not loaded)	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Bone and horn waste, *loose, in less quantities than 3 tons.*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Bones, *packed*	See Inquiry 2.										
Bottles, *black and green, or common glass.*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Broom and brush blocks	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Buffers, *railway*	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Canada plates	See Damageable Iron.										
Cannon	See note A.		7*s.* 6*d.*	10 miles	$3\frac{1}{4}$*d.*						
Cannon, *mounted on carriages.*	See note A.		8*s.* 4*d.*	10 miles	4*d.*						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Capstan bars	See Note A.		7*s.* 6*d.*	10 miles	3½*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*											
Cattle food, *prepared*											
Chicory root	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Cider, *in casks*	See Inquiry 2.										
Clay retorts											
Clog soles, *dressed*	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Clothes pegs, *packed*											
Clover seed	See Seeds generally.										
Cobalt ore											
Cocoa-nut fibre or husk	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Cocoa-nut matting											
Copperas											
Cotton wool	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Copper ore											
Crowbars											
Cullet, *in casks*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Cutch											
Disinfecting powder											
Divi Divi											
Doors, *in cases*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Dyewoods, *not elsewhere specified.*											
Earthenware, *loose, at owner's risk, not less than 1 ton.*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Earthenware bottles											
Emery stone											
Epsom salts, *in casks*	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Esparto or Spanish grass	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Felloes, naves, and spokes											
Firewood, patent											
Fish, *i.e.*, thoroughly cured white herrings *in brine* (see Third Class).	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Flint, *packed*											
Fustic, *ground or chipped*											
Gambier											
Gasometer sheets	See Undamageable Iron, Inquiry 2.										
Gooseberries, *unripe*	See note A.		8*s.* 4*d.*	7 miles	4¼*d.*						
Grain and flour, &c., viz.:—											
Groats											
Pearl barley											
Pot barley											
Shudes											
Granite, *polished and dressed, in blocks.*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Grease											
Greaves, *charged same rates as oil cake* (see Inquiry 2).	"										
Grindstones											
Gunny bags, *old*											
Gun stocks, *rough*	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Hides, kips, and sheepskins (*foreign*), *salted or in bales.*											
Hoofs and horns, *cow and ox.*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Hoops, wood and iron											
Hoopwood, *rough, in bundles.*											
Horn tips											
Ice, *in 4 ton lots*											
Ice, *in less than 4 ton lots*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Ink, *in crates or casks*											
Iron bolts											
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Iron buoys, buckets, and cisterns.											
Iron, corrugated (see Damageable Iron).											
Iron cranework, *of plates in parts not exceeding 30 feet.*											
Iron, galvanized	See Damageable Iron.										
Iron girders, *not exceeding 20 feet in length, at owner's risk.*	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Iron hoops, sheets, or other damageable iron.											
Iron horse shoes and horse shoe bars.											
Iron masts, *ships, minimum, one ton per waggon.**											
Iron nails											
Iron nuts											
Iron rivets											
Iron rolls, *cast or wrought, polished, packed, or in bags, at owner's risk.*											
Iron shoe tips											
Iron spoutings and connexions, *at owner's risk.*											
Iron staples											
Iron studs											
Iron tubing											
Iron washers											
Iron weights, *for weighing.*											
Iron wire, *not damageable*											
Iron wire, *galvanized*											

* Carried by special contract only.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Jute, Keys, *railway, wooden*, Lancewood spars, Laths, *in bundles*, Lead ashes, *in bags*, Lead, sheet	See note A.		7*s.* 6*d.*	10 miles	3¼*d.*						
Lead, piping	Do.		8*s.* 4*d.*	10 miles	4*d.*						
Lead, *red and white*	Do.		7*s.* 6*d.*	10 miles	3¼*d.*						
Lime salt	See Salt, Inquiry 2.										
Linseed meal	See Grain, Inquiry 2.										
Litharge, Logwood, *ground or chipped.*, Marble, *in blocks*, Metal sheathing, *new or old*, Millboards, Molasses, Muriate of iron, *in casks*, Mustard seed, *for grinding (see Seeds generally).*, Myrobalans, Nickel ore, Nitrate of lead	See note A.		7*s.* 6*d.*	10 miles	3¼*d*						
Oils, *in casks or iron drums*, viz.:— Cocoa nut, Cod, Cotton seed, Lard, Linseed, Palm, Pine, Rapeseed, Seal, Train, Whale, and all common oils, except paraffin and mineral.	Do.		7*s.* 6*d.*	10 miles	3¼*d.*						
Onions, *in brine*, Osiers and twigs, *green and wet.*, Paper, coarse, *for wrapping goods or printing newspapers.*, Paper, *waste*, Pasteboard											
Pears, *common*	Same rates as apples. See Apples.										
Perry, *in casks*	Same rates as cider. See Cider.										
Pitch	See Inquiry 2.										
Posts and rails *for fencing*, Postwood, *actual weight*, Pumice stone	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*						
Propwood, *actual weight*, Putty, Quercitron bark, Rags, *for paper makers*, Railway springs, Rice, *grocer's*, Rosin, Ropes, old, *all descriptions*, Rottenstone, Saltpetre, Scrap steel	Do.		7*s.* 6*d.*	10 miles	3¼*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Seal skins, *wet and salted*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Seeds, *generally, except linseed, rape, carlic, and seeds for oil crushing.*, Sheep skins, *in casks*, Sheep wash, *in casks*, Shovel moulds, Shumac, Silicate of soda	Do.		7*s.* 6*d.*	10 miles							
Size, *in casks*	Do.		8*s.* 4*d.*	Do.	4*d.*						
Skins, *in casks*	Do.		7*s.* 6*d.*	Do.	3¼*d.*						
Slate slabs, *prepared, not in cases, at owner's risk.*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Slate slabs, *prepared, in cases.*	Do.		10*s.*	6 miles	6½*d.*						
Soap, Spade trees, Split peas, Stannite of soda, Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*, Stearine, Steel plates *for shipbuilding.*, Steel, *blistered*	Do.		7*s.* 6*d.*	10 miles	3¼*d.*						
Stone, *carved, for building purposes, at owner's risk.*	See Inquiry 2.										
Sugar (*raw or refined*), *in casks and bags.*, Sulphate of alumina, Sulphate of copper, Sulphate of soda, Sulphate of zinc, Syrup, Tallow	See note A.		7*s.* 6*d.*	10 miles	3¼*d.*						
Tar, *in 2 ton lots*	See Inquiry 2.										
Terra japonica	See note A.		7*s.* 6*d.*	10 miles	3¼*d.*						
Tiles, *ornamental, encaustic, and tesselated.*	See Inquiry 1.										
Tiles, *roofing, ridge, paving (quarries), at company's risk.*											
Tin, *in blocks, ingots and boxes.*, Treacle *grocer's*	See note A.		7*s.* 6*d.*	10 miles	3¼*d.*						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Turntables, *in parts*	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Valonia											
Vegetables, viz.:—											
Asparagus	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Onions, *in boxes*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
New potatoes											
Water-cress											
Vegetables, not elsewhere specified.	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Verjuice, *in casks*											
Vetches, *green*	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Vinegar, *in casks*											
Vitriol stone											
Washing powder and paste.	Do.		8*s.* 4*d.*	Do.	4*d.*						
Woad											
Wood acid, *in casks*											
Woods, viz.:—											
Boxwood	Do.		7*s.* 6*d.*	Do.	3½*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Camwood											
Cedar											
Ebony											
Firewood, *prepared, less than 3 tons.*	See Firewood.										
Lignum vitæ											
Lima wood											
Maple											
Nicaragua											
Rose wood											
Sapan wood											
Satin wood											
Snake wood											
Tulip wood	See note A.		7*s.* 6*d.*	Do.	3½*d.*						
Walnut wood											
Zebra wood											
Other furniture woods not specified.											
Zinc, *ingots, &c.*											
Zinc-white, or oxide of zinc.											

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Air stoves	See Stoves, Third Class.										
Albumen											
Ale and porter, *bottled, in cases, casks, and hampers.*	See note A.		8*s.* 4*d.*	10 miles	4*d.*						
Alkanet root											
Alizaine											
Aloes, *in casks*	Do.		Do.	7 miles	4½*d.*						
Alva marina or dry sea weed, *for upholsterers' purposes.*	See Inquiry, No. 2.										
Annatto	See note A.		Do.	Do.	Do.						
Archil											
Arrow root	Do.		Do.	10 miles	4*d.*						
Arsenic											
Bacon and hams, *packed*	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Bagging											
Baking powder	Do.		8*s.* 4*d.*	Do.	4*d.*						
Bark, *tanners', loose*	See Inquiry 2.										
Bass mats	See note A.		Do.	Do.	Do.						
Bedsteads, *wood*	See Furniture, Sixth Class.										
Bedsteads, *iron, in cases or bundles, at owner's risk.*	See note A.		8*s.* 4*d.*	Do.	Do.						
Bedsteads, *at company's risk.*	Do.		Do.	7 miles	4½*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Beef, *in casks*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Besoms, *birch*	Do.		8*s.* 4*d.*	Do.	4*d.*						
Bichrome											
Biscuit, *fancy*	Do.		Do.	7 miles	4½*d.*						
Blacking											
Black lead	Do.		Do.	10 miles	4*d.*						
Bladders, *in casks*											
Boilers											
Boilers, 30 *feet and under 45 feet.*	Do.		Do.	7 miles	4½*d.*						
Boracic acid											
Borax	Do.		Do.	Do.	Do.						
Brass											
Brass, *scrap*	Do.		Do.	10 miles	4*d.*						
Brass wire	Do.		Do.	7 miles	4½*d.*						
Bread											
Bricks, *Bath or Flanders*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Broom and mop handles											
Buckles, *brass*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Butter, *in casks or boxes*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Canary seed	See Seeds, generally.										
Candles, *except wax*	See note A.		Do.	Do.	Do.						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Candlewick	See Note A.		8s. 4d.	10 miles	4d.						
Canvas											
Cardamoms, *in casks*	Do.		Do.	7 miles	4½d.						
Carpeting											
Caraway seed	See Seeds, generally.										
Carriage and cart springs, axles, and steps.	See note A.		Do.	10 miles	4d.						
Catsup, *in casks*											
Chain harrows											
Chains and traces, *in casks*	Do.		7s. 6d.	Do.	3¾d.						
Chains, *small, not exceeding ⅝ inch, loose.*											
Cheese, *packed*	Do.		8s. 4d.	Do.	4d.						
Chicory, *prepared*	Do.		Do.	7 miles	4½d.						
Chimney pots, *earthenware, at company's risk.*	Do.		Do.	10 miles	4d.						
China, *in casks or crates*	Do.		10s.	6 miles	6¾d.						
Chocolate	Do.		8s. 4d.	7 miles	4½d.						
Cider, *bottled, in cases, casks, or hampers.*	Do.		Do.	10 miles	4d.						
Clod crushers											
Clover seed, *at company's risk.*	See Seeds, generally.										
Cocoa	See note A.		Do.	7 miles	4½d.						
Cocoa nuts											
Codilla											
Coffee, *raw*	Do.		Do.	10 miles	4d.						
Coffee, *roasted*											
Confectionery, *in hogsheads.*	Do.		Do.	7 miles	4½d.						
Copper	Do.		Do.	10 miles	4d.						
Copper coin	Do.		Do.	7 miles	4½d.						
Copper *scrap*	Do.		Do.	10 miles	4d.						
Cordage	Do.		7s. 6d.	Do.	3¾d.						
Coriander seed	See Seeds, generally.										
Cotton twist	See note A.		8s. 4d.	7 miles	4½d.						
Cotton waste	Do.		Do.	10 miles	4d.						
Cranberries											
Cranework *of wood, and damagable iron, in parts*	Do.		Do.	7 miles	4½d.						
Crematine	Do.		Do.	10 miles	4d.						
Crucibles											
Cudbear	Do.		Do.	7 miles	4½d.						
Currants, *grocers'*											
Dates											
Disinfecting fluid, *in casks or tins.*	Do.		7s. 6d.	10 miles	3¾d.						
Drugs, *in casks or bales*											
Drysalteries, *not elsewhere specified, in casks.*	Do.		8s. 4d.	7 miles	4½d.						
Dyes, *liquid, in cases*											
Earthenware, *in casks and crates.*	Do.		Do.	10 miles	4d.	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Edge tools											
Eggs, *in crates or boxes*	Do.		Do.	7 miles	4½d.						
Emery	Do.		Do.	10 miles	4d.						
Emery paper											
Engines, *steam, portable, weighing 3 tons and upwards.*	See note D.										
Felspar											
Felt	See note A.		Do.	Do.	Do.						
Figs	Do.		7s. 6d.	Do.	3¾d.						
Files											
Filters, stoneware											
Fire clay ware, *at company's risk, viz.:—* Chimney cans, vent linings, and other fire clay ware, *unspecified.*	Do.		8s. 4d.	Do.	4d.						
Fire engines, *steam or otherwise, 3 tons or upwards.*	See note D.										
Fish,—*Thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*	See Third Class.										
Fish,—Shellfish, *at owner's risk.* Cockles, Limpets, Mussels, Oysters, Periwinkles, Whelks	See note A.		8s. 4d.	10 miles	4d.						
Flax											
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*	See Straw, note D.										
Flax, waste	See note A.		8s. 4d.	10 miles	4d.						
Flocks											
Forges, *portable*	Do.		Do.	7 miles	4½d.						
Frying pans											
Garancine	Do.		Do.	10 miles	4d.						
Ginger	Do.		Do.	7 miles	4½d.						
Ginger beer	Do.		Do.	10 miles	4d.						
Glass beads, *in casks or cases.*											
Glass, flint											
Glass, crown, *in boxes and crates.*	Do		Do.	7 miles	4½d.						
Glass, window and rough plate.											
Glue											
Glue pieces, *dry*	Do.		7s. 6d.	10 miles	3¾d.						
Goat's hair											
Granilla	Do.		8s. 4d.	7 miles	4½d.						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Granite, *polished and dressed, in cases.*	See note A.		10*s.*	6 miles	6½*d.*						
Grapes, foreign, *as imported.*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Gums *of all sorts*	Do.		Do.	10 miles	4*d.*						
Gun barrels, *rough*	Do.		Do.	7 miles	4½*d.*						
Gutta percha, *unmanufactured.*	Do.		Do.	10 miles	4*d.*						
Hair, *plasterers'*	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Hammer heads	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Hammer shafts	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Hardware	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Hay, *hydraulic pressed*	See Hay, Fourth Class.										
Hay, *station to station, at owner's risk, 30 cwt. per waggon, minimum.*	See Hay, Fourth Class.										
Hearth rugs	See note A.		8*s.* 4*d.*	7 miles	4½*d.*						
Hemp	Do.		Do.	10 miles	4*d.*						
Hemp seed	See Seeds, generally, First Class.										
Hemp warps, *packed*	See note A.		8*s.* 4*d.*	10 miles	4*d.*						
Hides, kips, and sheepskins, *green or market.*	Do.		Do.	7 miles	4½*d.*						
Hoes	Do.		Do.	10 miles	4*d.*						
Hogsheads, *not being returned empties.*	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Hurdles, *iron or wood*	Do.		8*s.* 4*d.*	Do.	4*d.*						
India rubber	Do.		Do.	7 miles	4½*d.*						
Iron buckles	Do.		Do.	10 miles	4*d.*						
Iron hinges	Do.		Do.	7 miles	4½*d.*						
Iron holloware, *in hogsheads.*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Iron liquor	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Iron palisades	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Iron safes	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Iron screws	Do.		8*s.* 4*d.*	Do.	4*d.*						
Iron spoons	Do.		Do.	7 miles	4½*d.*						
Iron wire, *bright*	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Ivory black	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Japan and tin ware, *in casks or cases.*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Lard, *in casks, boxes, and tins.*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Lasts, *packed*	Do.		Do.	10 miles	4*d.*						
Leather, *undressed*	Do.		Do.	Do.	Do.						
Lemonade	Do.		Do.	7 miles	4½*d.*						
Lemons	Do.		Do.	10 miles	4*d.*						
Lemon juice	Do.		Do.	Do.	Do.						
Lemon peel, *in casks*	Do.		Do.	7 miles	4½*d.*						
Locks	Do.		Do.	10 miles	4*d.*						
Locomotive tubes	Do.		Do.	7 miles	4½*d.*						
Machinery, *not elsewhere specified, at the owner's risk.*	Do.		Do.	Do.	Do.						
Madders	Do.		Do.	10 miles	4*d.*						
Marble, *in cases, rough*	Do.		Do.	Do.	Do.						
Do. *polished*	Do.		Do.	Do.	Do.						
Marble, *sawn into slabs, but cemented together.*	Do.		10*s.*	6 miles	6½*d.*						
Mastic	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Matches, *wood splints for, packed.*	Do.		Do.	Do.	Do.						
Mats and matting (*except cocoa-nut matting and door mats*).	Do.		Do.	Do.	Do.						
Mats, door	Do.		8*s.* 4*d.*	Do.	4*d.*						
Mexican fibre	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Millstones	Do.		8*s.* 4*d.*	Do.	4*d.*						
Mineral water, *in casks*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Mohair	Do.		Do.	10 miles	4*d.*						
Moss, *in bales*	Do.		Do.	7 miles	4½*d.*						
Munjeet	Do.		Do.	10 miles	4*d.*						
Naphtha, *in casks or iron drums.*	Do.		Do.	7 miles	4½*d.*						
Netting, *fishing and garden, in bales.*	Do.		Do.	10 miles	4*d.*						
Nickel	Do.		Do.	7 miles	4½*d.*						
Nuts	Do.		Do.	10 miles	4*d.*						
Oakum	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Old clothes	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Oranges	Do.		Do.	10 miles	4*d.*						
Orchilla weed	Do.		Do.	7 miles	4½*d.*						
Osiers and twigs, *brown*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Osnaburgs	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Oxalic acid	Do.		Do.	10 miles	4*d.*						
Paints and colours, *in casks.*	Do.		Do.	7 miles	4½*d.*						
Palm leaves	Do.		Do.	10 miles	4*d.*						
Paper hangings	Do.		Do.	7 miles	4½*d.*						
Pearl shells	Do.		Do.	10 miles	4*d.*						
Pelts, *dry*	Do.		Do.	7 miles	4½*d.*						
Perry, *bottled, in cases, casks, or hampers.*	Same rates as Cider. See First Class.										
Piassava	See note A.		8*s.* 4*d.*	10 miles	4*d.*						
Pins, *metal, in boxes*	Do.		Do.	7 miles	4½*d.*						
Pipes, *empty, not being returned empties.*	Do.		Do.	10 miles	4*d.*						
Pork, *in casks*	Do.		7*s.* 6*d.*	Do.	3½*d.*						
Prussiate of potash	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Potatoes, *preserved*	Do.		Do.	Do.	Do.						
Powder blue	Do.		Do.	Do.	Do.						
Printing machines, *at owner's risk.*	See Machinery, above.										
Provisions, *salt*	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Prunes	See note A.		7*s.* 6*d.*	10 miles	3½*d.*						
Puncheons, *new, empty*	Do.		8*s.* 4*d.*	Do.	4*d.*						
Quicks, shrubs, and trees	Do.		Do.	7 miles	4½*d.*						
Rabbit skins, *undressed*	Do.		Do.	Do.	4½*d.*						
Raisins	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Ropes, *new, including wire ropes.*	Do.		8*s.* 4*d.*	Do.	4*d.*						
Sad irons	Do.		Do.	Do.	Do.	See note C.	Yes.	See note C.	Yes.	See note B.	No.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Safety boxes	See note A.		8s. 4d.	7 miles	4¾d.	See note C	Yes.	See note C.	Yes.	See note B.	No.
Safflower	See note A.		8s. 4d.	7 miles	4¾d.						
Sago	See note A.		8s. 4d.	7 miles	4¾d.						
Sal ammoniac	See note A.		8s. 4d.	7 miles	4¾d.						
Sand paper	Do.		Do.	10 miles	4d.						
Sarsaparilla	Do.		Do.	7 miles	4¾d.						
Sassafras	Do.		Do.	7 miles	4¾d.						
Saws	Do.		Do.	7 miles	4¾d.						
Screw jacks	Do.		Do.	7 miles	4¾d.						
Screws	Do.		Do.	7 miles	4¾d.						
Scythe stones	Do.		Do.	10 miles	4d.						
Seeds, *agricultural, at company's risk.*	See Seeds generally, First Class.										
Sheeps' guts, *in casks*	See note A.		8s. 4d.	10 miles	Do.						
Shoddy	See note A.		8s. 4d.	10 miles	Do.						
Shoe pegs	Do.		Do.	7 miles	4¾d.						
Shot, *small, in bags*	Do.		7s. 6d.	10 miles	3½d.						
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon*	Do.		8s. 4d.	7 miles	4¾d.						
Silk waste	Do.		7s. 6d.	10 miles	3½d.						
Sink traps	Do.		8s. 4d.	7 miles	4¾d.						
Slates, writing	Do.		Do.	10 miles	4d.						
Slate pencils	Do.		Do.	Do.	Do.						
Smalts	Do.		Do.	7 miles	4¾d.						
Soda water	Do.		Do.	10 miles	4d.						
Soldiers' clothing	See Machinery, above.										
Spades and shovels, *iron*	See note A.		8s. 4d.	7 miles	4¾d.						
Spetches, *dry*	Do.		Do.	7 miles	4¾d.						
Starch	Do.		Do.	7 miles	4¾d.						
Steam ploughs and machinery attached, *at owner's risk.*	Do.		Do.	10 miles	4d.						
Steel bars and bundles	Do.		7s. 6d.	Do.	3½d.						
Stone blue	Do.		8s. 4d.	7 miles	4¾d.						
Stone, *carved for builders' purposes, at Company's risk.*	Do.		Do.	10 miles	4d.						
Sugar, *lump, loose*	See Machinery, above.										
Sugar mills	See Machinery, above.										
Sugar moulds and pans	See note A.		8s. 4d.	7 miles	4¾d.						
Sugar of lead	Do.		Do.	10 miles	4d.						
Tarpaulings	Do.		Do.	7 miles	4¾d.						
Tartaric acid	Do.		Do.	10 miles	4d.						
Terra cotta casts	Do.		Do.	7 miles	4¾d.						
Tinfoil	Do.		Do.	10 miles	4d.						
Tin scrap	Do.		Do.	7 miles	4¾d.						
Tinware, *in casks or cases*	Do.		Do.	10 miles	4d.						
Tobacco, *leaf*	Do.		Do.	10 miles	4d.						
Tow	Do.		Do.	10 miles	4d.						
Treenails	Do.		7s. 6d.	Do.	3½d.						
Turmeric	Do.		8s. 4d.	7 miles	4¾d.						
Turpentine, *in casks*	Do.		Do.	10 miles	4d						
Twine	Do.		Do.	10 miles	4d						
Type	Do.		Do.	7 miles	4¾d.						
Umbrella stretchers	Do.		Do.	7 miles	4¾d.						
Varnish, *in casks and iron drums.*	Do.		Do.	10 miles	4d.						
Vegetables, *above 3 and under 20 cwts., minimum charge, 3 cwts.*	See First Class.										
Vegetable ivory	See note A.		8s. 4d.	7 miles	4¾d.						
Vegetable wax	See note A.		8s. 4d.	7 miles	4¾d.						
Verdigris	See note A.		8s. 4d.	7 miles	4¾d.						
Vices	Do.		7s. 6d.	10 miles	3½d.						
Washers	Do.		8s. 4d.	7 miles	4¾d.						
Weft, *cotton*	Do.		Do.	10 miles	4d.						
Weighing machines, *at owner's risk.*	Do.		Do.	10 miles	4d.						
Whetstones	Do.		Do.	Do.	Do.						
Window sashes and mouldings.	Do.		Do.	7 miles	4¾d.						
Wool	Do.		Do.	10 miles	4d.						
Yarn, *coir or hemp*	Do.		Do.	10 miles	4d.						
Yarn, *linen and cotton, packed.*	Do.		Do.	Do.	Do.						
Yeast, *in casks, ton lots*	Do.		Do.	7 miles	4¾d.						
Yellow berries	Do.		Do.	10 miles	4d.						
Zinc sheets	Do.		Do.	10 miles	4d.						

3. State in the following Table the charges for the conveyance of the various articles named between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *except clod crushers, and steam ploughs, at owner's risk.*	See note A.		8s. 4d.	7 miles	4¾d.	See note C.	Yes.	note C.	Yes.	See note B.	No.
Almonds, *in shell*	See note A.		8s. 4d.	7 miles	4¾d.	See note C.	Yes.	note C.	Yes.	See note B.	No.
Aloes, *in hampers or boxes.*	See note A.		8s. 4d.	7 miles	4¾d.	See note C.	Yes.	note C.	Yes.	See note B.	No.
Ammonia, *liquid, in carboys.*	See note A.		8s. 4d.	7 miles	4¾d.	See note C.	Yes.	note C.	Yes.	See note B.	No.
Angelica root	See note A.		8s. 4d.	7 miles	4¾d.	See note C.	Yes.	note C.	Yes.	See note B.	No.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Asparagus	See Vegetables, First Class.										
Bacon and hams, *loose*	See note A.		7*s.* 6*d.*	10 miles	3¾*d.*						
Bark, *Peruvian*											
Bees' wax											
Bellows											
Bells, *of all kinds*											
Blankets											
Blocks, *ships'*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Blowing engines (*see Machinery*, 2nd Class).											
Boats or cobles											
Bobbins											
Boilers, 45 *feet and above*	Do.		10*s.*	6 miles	6½*d.*						
Books											
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*											
Bristles											
Brooms and brushes	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Buckets and pails											
Buckram											
Butter, *in casks*											
Buttons											
Calicoes											
Canada stoves	See Stoves, below.										
Candied peel											
Canes and rattans, *packed*											
Cardamoms, *in boxes or hampers.*											
Cards and tickets, *railway*											
Carpet bags											
Cassia lignea											
Castings, *at company's risk, not otherwise enumerated.*											
Castor oil, *in boxes, casks, or iron drums.*											
Cheese, *loose*											
Clocks, *American and Dutch.*											
Clogs, *in casks, cases, or boxes.*	See note A.		8*s.* 4*d.*	7 miles	4¼*d.*						
Combs											
Confectionery, *in boxes or cases.*											
Conservatories and hot-houses, *in parts, at owner's risk.*											
Copper boilers											
Copper rollers											
Cordials and sweets, *in casks or hampers.*											
Corkwood											
Cotton slops, *in bales*											
Cotton stays, *in cases*											
Cotton warps, *in bundles*	Do.		Do.	10 miles	4*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Cowries											
Crinoline steel											
Crucibles											
Cutlery											
Drugs, *in boxes or hampers.*											
Drysalteries, *in boxes or hampers, and not otherwise specified.*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Fenders, *at owner's risk*											
Fire engines—*steam or otherwise*—1 *ton and under 3 tons.*											
Fire escapes, *minimum of 1 ton per waggon.*											
Fire irons											
Fish, viz.:—											
Thoroughly salted and dried.	Do.		8*s.* 4*d.*	10 miles	4*d.*						
In brine, in casks	Do.		Do.	7 miles	4¼*d.*						
Herrings and sprats, *fresh.*	Do.		10*s.*	6 miles	6½*d.*						
All other fresh fish											
Shellfish, say—											
Cockles											
Limpets											
Mussels											
Periwinkles, and Whelks, *at company's risk.*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Oysters, *at company's risk.*											
Flannel											
Floor cloth, *not exceeding 12 feet in length.*											
Fruit, *ripe*	Do.		10*s.*	6 miles	6½*d.*						
Fur off rabbit skins											
Galls	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Gas and water meters											
Gelatine											
Glass retorts	Do.		7*s.* 6*d.*	10 miles	3¾*d.*						
Goods, *heavy, not specified*											
Grates											
Groceries, *mixed packages*											
Guns and pistols											
Gutta percha, *manufactured.*											
Hair, *upholsterers'*	Do.		8*s.* 4*d.*	7 miles	4¼*d.*						
Harness											
Hides, kips, and sheep-skins, *dry, loose.*											
Honey											
Hops											
Hosiery											
India-rubber goods											

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Indigo	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Ink, printers'											
Iron girders, *exceeding 20 feet in length, at owner's risk.*	Do.		Do.	10 miles	4 *d.*						
Ditto, *at company's risk.*											
Iron pots, *loose*											
Iron spoutings and connexions, *at company's risk.*	Do.		Do.	7 miles	4¾*d.*						
Iron trays											
Iron wire fencing	Do.		7*s.* 6*d.*	10 miles	3¼*d.*						
Japan and tin ware, *in hampers or crates.*											
Joiners' work, *not elsewhere specified.*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Kamptulicon											
Knife cleaners (*see Machinery*, Second Class).											
Lamp black											
Leather, *dressed*	Do.		Do.	10 miles	4*d.*						
Linens, *in bales, boxes, cases, packs, and trusses.*											
Liquorice											
Lithographic stones, *at owner's risk.*											
Looms, *at owner's risk*											
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*	Do.		Do.	7 miles	4¾*d.*						
Mangles, *at owner's risk*											
Mattresses (*when not as household furniture*).											
Mineral water, *in boxes or hampers.*	Do.		Do.	10 miles	4*d.*						
Muskets, *in cases*	Do.		Do.	7 miles	4¾*d.*						
Mustard											
Nails, *copper and brass*											
Oil and varnish, *in basketed tins.*	Do.		Do.	10 miles	4*d.*						
Oilcloth table covers	Do.		Do.	7 miles	4¾*d.*						
Organs and organ work	Do.		10*s.*	6 miles	6½*d.*						
Osiers and twigs, *white*	Do.		7*s.* 6*d.*	10 miles	3½*d.*						
Ovens, *common*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Paints and colours, *in hampers and boxes.*	Do.		Do.	10 miles	4*d.*						
Paper *fine, writing, blotting, tissue, and fancy.*											
Pens, *steel, from quills*											
Pepper											
Pickles	Do.		Do.	7 miles	4¾*d.*						
Pimento											
Plumbago											
Rabbit skins, *dressed*											
Reeds and rushes	Do.		Do.	10 miles	4*d.*						
Rugs, *woollen*											
Saddlers' iron	Do.		Do.	7 miles	4¾*d.*						
Saddlery											
Sails, ships'	Do.		Do.	10 miles	4*d.*						
Sardines											
Scales and scale beams											
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*											
Scythes	Do.		Do.	7 miles	1¾*d.*						
Seal skins, *dry*											
Shells, *in cases or casks*											
Sickles											
Skins, *fine, imported, such as deer, fox, goat, kid, musquash and nutria.*											
Slate slabs, *not in cases, at company's risk.*	Do.		10*s.*	6 miles	6½*d.*						
Small wares	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Snuff	Do.		10*s.*	6 miles	6½*d.*						
Soap, scented											
Spanish juice											
Spermaceti, *in boxes*											
Stags' horns											
Stationery, *general*											
Steam engines, *portable, under 3 tons.*											
Stoves											
Sugar candy											
Tacks											
Tapes											
Tapioca											
Tea											
Tents or marquees											
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Thread, *cotton, and linen*											
Tobacco, *manufactured*											
Toys *of all kinds in cases*											
Turnery ware											
Turpentine, *in basketed tins*											
Ultramarine											
Umbrellas											
Vegetables, *in lots of 3 cwts., or under* (*See* First Class).											
Veneers											
Venetian blinds											
Vinegar, *in cases*											
Wadding											
Washing and wringing machines, *at owner's risk*											

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Watch glasses Whalebone Wheels, *coach and carriage, at owner's risk.* Window frames, *cast iron (See Castings,)* Wines and spirits, *in casks and cases.*	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Wines, British, *in casks*	Do.		Do.	10 miles	4*d.*						
Do. *in hampers and cases.*	Do.		Do.	7 miles	4¾*d.*						
Yarn. *linen and cotton, loose.*	Do.		Do.	10 miles	4*d.*						
Yarn, *woollen and worsted*	Do.		Do.	7 miles	4¾*d.*						

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery.	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetic acid *in carboys*	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*						
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*	Do.		10*s.*	6 miles	6¾*d.*						
Alabaster ornaments and figures, *packed, at owner's risk.*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Almonds, *not in shell*											
Anchovies											
Balloons	Do.		10*s.*	6 miles	6¾*d.*						
Barèges	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Baskets, *fancy*	Do.		10*s.*	6 miles	6¾*d.*						
Bent wood	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Bonnet fronts	Do.		10*s.*	6 miles	6¾*d.*						
Book muslin	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Boothing or stalling											
Boots and shoes (*including goloshes*), *in hampers.*	Do.		10*s.*	6 miles	6¾*d.*						
Bottles, *white glass*											
Bradford stuff goods											
Brass pipes	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Brass tubing (*except locomotive tubes*).											
Britannia metal goods											
Bronze powder											
Busks, *wooden*											
Butter, *in crocks*	Do.		10*s.*	6 miles	6¾*d.*						
Calenders											
Candles, *wax*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Canes and rattans, *loose*	Do.		10*s.*	6 miles	6¾*d.*						
Carboys, *new, empty, glass*	Do.		8*s.* 4*d.*	10 miles	2*d.*						
Cards for carding machines, *in boxes only.*	Do.		Do.	7 miles	4¾*d.*						
Carriage bodies, *unfinished, at owner's risk.*	Do.		10*s.*	6 miles	6¾*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Catsup, *in bottles*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Cheese presses	See Machinery, Second Class.										
Chimney tops, *zinc*											
Churns	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*						
Clogs, *in hampers*											
Cloth caps	Do.		10*s.*	6 miles	6¾*d.*						
Coach trimmings	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Cobalt											
Cochineal	Do.		10*s.*	6 miles	6¾*d.*						
Coffins, *metallic*											
Conservatories and hothouses, *in parts.*											
Copper pipes	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Copper tubing (*except locomotive tubes*).											
Copying presses	See Machinery, Second Class.										
Corks and bungs	See note A.		10*s.*	6 miles	6¾*d.*						
Drapery	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Dyes, *liquid, in hampers or boxes.*	Do.		10*s.*	6 miles	6¾*d.*						
Fenders, *at company's risk.*											
Fire clay ware, vases, and other ornamental productions.	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Fish, *salmon, in boxes, prawns, and shrimps.*	Do.		10*s.*	6 miles	6¾*d.*						
Floor cloth, *exceeding 12 feet long, in case.*											
Flower roots, *bulbous*	Do.		8*s.* 4*d.*	7 miles	4¾*d.*						
Garden plants, *in baskets, mats, or pots.*											
Garden seats	See Seeds generally, First Class.										
Garden seeds											
Gilt mouldings, *in cases*	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*						
Ginger, *preserved*											
Glass, *crown and window*											

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Goods, *light, not specified*	Do.	- -	10*s.*	6 miles	6½*d.*	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Granite, *polished and dressed, in slabs.*											
Grapes - - -											
Grates, *polished* - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Gravestones - - -											
Handmills - - - -	See Machinery, Second Class.										
Hay, *station to station, minimum, 30 cwts. per waggon.*	See note D.										
Hay rakes and forks, *in bundles.*	See Agricultural Implements, Third Class.										
Indigo, extract of - -	See note A.	-	8*s.* 4*d.*	7 miles	4¾*d.*						
Ink, *in jars or bottles* -											
Isinglass - - - -											
Juniper berries - - -											
Lamps - - - -	Do.	- -	10*s.*	6 miles	6½*d.*						
Lard, *in crocks* - - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Lint - - - - - -											
Lithographic stones, *at company's risk.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Looms, *at company's risk*											
Luggage, *trunks, &c,* -											
Maccaroni - - - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Machinery, *not elsewhere specified, at company's risk.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Mangles, *at company's risk.*											
Marble, *in slabs* - -											
Meats, *fresh* - - -											
Merinoes - - - -											
Mistletoe - - - -											
Naphtha, *in tins* - -											
Needles, *in boxes* - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Nutmegs - - - -											
Oils, *in cans, jars, and boxes.*											
Organs and organ work, *in cases.*	See Third Class.										
Paper trays - - -	See note A.	-	10*s.*	6 miles	6½*d.*						
Patterns (*travellers'*) -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Picture frames - - -											
Pipes, *smoking* - - -	Do.	- -	10*s.*	6 miles	6½*d.*						
Plated goods - - -											
Poppyheads - - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Poultry, *dead* - - -	Do.	- -	10*s.*	6 miles	6½*d.*						
Printing machines, *at company's risk.*	See Machinery, Second Class.										
Quicksilver - - -	See note A.		8*s.* 4*d.*	7 miles	4¾*d.*						
Quills - - - - -											
Rabbits - - - - -											
Railway carriages, *new, in cases.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Reeds and rushes, *loose* (*see* Third Class).											
Shafts, *gig* - - - -											
Shovels and spades, *wooden*	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Silk waste, *dressed or spun.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Spindles - - - -	See Machinery, Second Class.										
Spirits of tar, *in tins* -	See note A.	-	8*s.* 4*d.*	7 miles	4¾*d.*						
Sponge, *in bales* - -											
Sticks - - - - -											
Straw, *minimum charge 25 cwts. per waggon.*	See note D.										
Straw plait - - -	See note A.	-	10*s.*	6 miles	6½*d.*						
Stucco figures, *packed, at owner's risk.*											
Tamarinds - - - -											
Tarlatans - - - -											
Teazles, *imported, packed*											
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*											
Tongues, *animal* - -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Turpentine, *in cans, jars, and boxes.*											
Type, *new* - - - - -											
Upholsterers' trimmings -											
Varnish, *in tins* - -											
Vermicelli - - - -											
Vinegar, *in carboys* - -											
Washing and wringing machines, *at company's risk.*	See Machinery, Second Class.										
Wearing apparel, and household linen.	See note A.	-	10*s.*	6 miles	6½*d.*						
Weighing machines, *at company's risk.*	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Wheels—*coach and carriage wheels, at company's risk.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Window sashes and mouldings.	See Second Class.										
Wines and spirits, *in hampers.*	See note A.	-	8*s.* 4*d.*	7 miles	4¾*d.*						
Wines and spirits, *in jars or bottles, containing 2 gallons or less.*	Do.	- -	10*s.*	6 miles	6½*d.*						
Wood acid, *in carboys* -	Do.	- -	8*s.* 4*d.*	7 miles	4¾*d.*						
Wood patterns, *for castings.*											
Woollen and worsted goods, not elsewhere specified.											
Yeast, *small lots* - -	See Second Class.										
Yeast, *German* - - -	See note A.	-	8*s.* 4*d.*	7 miles	4¾*d.*						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Alabaster ornaments and and figures, *at company's risk.*											
Aluminum											
Amber											
Basket carriage and gig bodies, *at owner's risk.* (*See Carriage bodies.* Sixth Class.)	See note A.		10*s.*	6 miles	6½*d.*						
Bath chairs, *minimum,* 2½ *cwts.*											
Billiard tables, slate beds of, *at owner's risk.*											
Bonnet shapes	Do.		Do.	Do.	Do.						
Bonnets											
Chairs, *new, Windsor and common.*	See Furniture, Sixth Class.										
China, *in boxes*	See note A.		10*s.*	6 miles	6½*d.*						
Cigars											
Cinnamon	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Clocks, *English and French*	Do.		10*s.*	6 miles	6½*d.*						
Cornice poles											
Crape											
Crinolines	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Chandeliers and gaseliers	Do.		10*s.*	6 miles	6½*d.*						
Elephant's teeth	Do.		Do.	Do.	Do.	See note C.	Yes.	See note C.	Yes.	See note B.	No.
Embroidery											
Engravings											
Feathers											
Fish, fresh, *all sorts, not otherwise specified.*											
Fish, shell, *crabs and lobsters.*											
Furniture, *packed in cases and frames, at owner's risk.*											
Furniture, *in mats, at owner's risk.*	Do.		Do.	Do.	Do.						
Do. do. *at company's risk* 20 *per cent. extra.*		"									
Furs	Do.		Do.	Do.	Do.						
Game											
Glass, *stained, plate, and shades, at owner's risk.*											
Gloves											
Hats, *of all kinds*											
Ivory											
Lace											
Millinery											
Mirrors, *at owner's risk*											
Mushrooms											
Musical instruments			Do.	Do.	Do.						
Organs and organ work, *loose, at company's risk.*	See Third Class.										
Papier maché goods	See note A.		10*s.*	6 miles	6½*d.*						
Parchment	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Perambulators, *in cases, crates, and boxes.*	Do.		10*s.*	6 miles	6½*d.*						
Pianos, *packed*											
Pictures											
Poultry, *alive, common*	Do.		Do.	Do.	Do.						
Do. *fancy, minimum,* 2½ *cwts.*											
Ribbons											
Sewing machines, *at owner's risk.*	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Do. do. *at company's risk.*	Do.		10*s.*	6 miles	6½*d.*						
Silk, *manufactured*											
Silk, *raw*											
Sponge, Turkey, *in cases*											
Tearles	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Tin ware, *loose*											
Tortoise shell	Do.		10*s.*	6 miles	6½*d.*						
Turtle	Do.		Do.	Do.	Do.						
Velvet, *silk*											
Ventilators	Do.		8*s.* 4*d.*	7 miles	4½*d.*						
Wines and spirits, *in jars or bottles above* 2 *and under* 4 *gallons.*	Do.		10*s.*	6 miles	6½*d.*						

Great Eastern Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids, and other highly corrosive articles.	See note A.	- -	8*s.* 4*d.*	7 miles	4¼*d.*						
Basket carriage bodies and Bath chairs, *at owner's risk.*	Do.	- -	10*s.*	6 miles	6¾*d.*						
Do. do. *at company's risk* 20 *per cent. extra.*											
Caravans, *showmen's and others.*	Do.	- -	Do.	Do.	Do.						
Carriage bodies, *finished, in cases, minimum,* 5 *cwts.*	Do.	- -	Do.	Do.	Do.						
Railway carriages, on their own wheels.	By special contract.										
Boilers, of unusual dimensions.	Do.	do.									
Contractors' waggons and materials (*excepting rails and chairs*).	See note D.					See note C.	Yes.	See note C.	Yes.	See note B.	No.
Furniture, *in mats or loose.*	See note A.	-	10*s.*	6 miles	6¾*d.*						
Furniture, *in vans, carts, or frames.*	Do.	- -	Do.	Do.	Do.						
Forgings or castings, above 6 tons.	By special contract.										
Gunpowder - - -	See note K 2.										
Lucifer matches, and other inflammable articles.	See note A.	-	8*s.* 4*d.*	7 miles	4¼*d.*						
Locomotive engines and tenders, on their own wheels.	See note D.										
Petroleum and photogenic oil.	See note A.	-	8*s.* 4*d.*	7 miles	4¼*d.*						
Railway waggons - -	See note D.										
Statuary - - - -	By special contract.										
Returned empty packages	See note D.										
Small parcels - - -	See note A.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

See notes marked E, F, G, H, I, K, L, and M, for particulars of exceptional rates.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time.

Within a reasonable time.

7. What time is allowed at the stations for loading and unloading this class of traffic?

The company's servants load and unload this traffic.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

48 hours.

9. What charge for warehousing is made after the period has expired?

1st class goods 2*d.* per ton per day.
2nd „ 3*d.* „ „
3rd „ 4*d.* „ „
4th „ 5*d.* „ „

10. What charge do you make for demurrage of waggons?

No demurrage is incurred.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, by mutual arrangement between the respective companies.

12. Are junctions considered as stations for the traffic of articles in this return?

No, excepting when there happens to be no through rate for the traffic and in all such cases the traffic is entered at local rates to the junction.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The traffic is forwarded to destination in due course and conveyed at local rates to the junctions most convenient of access to the railway company's system for which the traffic is intended.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

Yes; for particulars, *see* note N.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes, with but very few exceptions; and then only because the route is better although longer; for example, from Peterborough to Chelmsford the traffic is carried viâ Stratford, although the shortest route is viâ Haverhill and Sudbury.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

The mileage rates apply to the shortest railway route.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

No, excepting where specified in this return.

A.

RATES for SMALLS between LONDON and COUNTRY STATIONS inclusive of Collection and Delivery.

Not exceeding 2 lbs.	3*d.* each
Exceeding 2 lbs., but not 7 lbs.	4*d.* „
Exceeding 7 lbs., but not 14 lbs	6*d.* „

	For Distances				
	Not exceeding 18 miles. each.	Exceeding 18 but not 34 miles. each.	Exceeding 34 but not 48 miles. each.	Exceeding 48 but not 70 miles. each.	Exceeding 70 miles. each.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Exceeding 14 lbs. but not 28 lbs.	0 6	0 8	0 10	0 10	1 0
„ 28 „ 56 lbs.	0 8	0 10	1 0	1 2	1 4
„ 56 „ until more by weight at the rates per ton	0 10	1 0	1 2	1 6	1

RATES for SMALLS between COUNTRY STATIONS, inclusive of Collection and Delivery.

Not exceeding 2 lbs.	3*d.* each
Exceeding 2 lbs., but not 7 lbs.	4*d.* „
Exceeding 7 lbs., but not 14 lbs	6*d.* „

	For Distances.				
	Not exceeding 18 miles. each.	Exceeding 18 but not 34 miles. each.	Exceeding 34 but not 48 miles. each.	Exceeding 48 but not 100 miles. each.	Exceeding 100 miles. each.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Exceeding 14 lbs. but not 28 lbs	0 10	1 0	1 2	1 4	1 6
„ 28 „ 56 lbs	0 10	1 0	1 2	1 4	1 6
„ 56 „ until more by weight at the rates per ton	1 0	1 2	1 4	1 6	1 8

B.

Exceptional charges are occasionally made for the collection or delivery of goods when such goods are sent in large quantities, and also in cases where such traffic forms one of the staple commodities for the accommodation of the Great Eastern district; for example, the charge for cartage of guano, packed manures, oil cake and other special class traffic, for distances, exceeding three miles and not exceeding five miles from our London goods station, is 4*s.* 2*d.* per ton.

The rates for traffic mentioned in all classes, with the exception of special and mineral, are as a rule inclusive of collection and delivery, and the explanation given in note C in respect to the charges made for cartage and other terminal services will show how such rates are made up.

C.

Column (*d.*)—In regulating the charges for porterage and station accommodation the various circumstances preclude the possibility of fixing one sum as applicable to the whole of the stations on the Great Eastern railway; the charges however vary from 2*s.* per ton to 4*s.* 2*d.* per ton in London and from 1*s.* 8*d.* per ton to 3*s.* 4*d.* per ton in the country.

Column (*e.*)—The charges for collection and delivery. The same remark will apply as given under the head of Column (*d.*) as to exceptional circumstances, but as a rule the charge for cartage in London varies from 3*s.* 4*d.* per ton to 7*s.* 6*d.* per ton, and in the country from 1*s.* 8*d.* per ton to 4*s.* 2*d.* per ton.

D.

The following mileage scales apply to traffic against which is remarked, "See note D," namely,—

Fire-engines:

Engines, steam, portable:

For distances of 29 miles and under, 3*d.* per ton per mile, and 1*s.* 6*d.* per ton added.

For distances exceeding 29 miles, up to 45 miles, 9*s.* per ton.

For distances exceeding 46 miles, 2*d.* per ton per mile, and 1*s.* 6*d.* per ton added.

Minimum weight three tons per truck, and lowest charge 5*s.* per ton, at owner's risk, and exclusive of the loading and unloading.

Hay and straw:

For distances not exceeding 25 miles, 4*d.* per ton per mile. Minimum 5*s.* per ton.

For distances exceeding 25 miles, but not exceeding 50 miles, 3*d.* per ton per mile. Minimum, 8*s.* 4*d.* per ton.

For distances exceeding 50 miles, 2½*d.* per ton per mile. Minimum, 12*s.* 6*d.* per ton.

No less charge than for 30 cwts. per waggon for hay, and 25 cwts. per waggon for straw.

Contractors waggons and materials, excepting rails and chairs:

For distances 1 to 50 miles inclusive, 3*d.* per ton per mile.

For distances 51 to 75 miles inclusive, 12*s.* 6*d.* per ton.

For distances exceeding 75 miles, 2*d.* per ton per mile. Minimum, 5*s.* per ton.

Locomotive engines and tenders, on their own wheels:

For distances 1 to 100 miles inclusive, 2*d.* per ton per mile.

For distances 101 to 133 miles inclusive, 16*s.* 8*d.* per ton.

For distances exceeding 133 miles, 1½*d.* per ton per mile. Minimum 5*s.* per ton.

New railway waggons on their own wheels and weighing three tons and under are carried at 3*d.* per waggon per mile; if above three tons in weight at 4*d.* per waggon per mile; but if conveyed beyond 50 miles then the charge is 3*d.* per waggon per mile for waggons of all weights.

Returned empty packages between all Great Eastern stations except London, namely,—

For distances 1 to 30 miles, 3*d.* per cwt.

For distances 31 to 60 miles, 5*d.* per cwt.

For distances 61 to 100 miles, 6*d.* per cwt.

For distances 101 to 160 miles, 7*d.* per cwt.

Station to station, minimum 4*d.*

For the following no charge is made:

Ale and porter casks.

Cats meat hampers.

Cream cheese boxes.

Empty sacks.

Lime, oyster, cockle, periwinkle, whelk, bark, manure, rag, and wool bags.

Meat hampers.

Fruit sieves and casks.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Returned empty packages, London and Great Eastern stations, inclusive of Collection and Delivery.

	Minimum Charge.	1 to 30 miles. per Ton.	Exceeding 30 miles, but not 60 miles. per Ton.	Exceeding 60 miles, but not 100 miles per Ton.	Exceeding 100 miles, but not 160 miles. per Ton.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Wine and spirit casks, oil casks, pipes, and hogsheads, glass and toy cases, hampers of empty bottles, and grocers empties generally	0 4	8 4	10 0	12 6	15 0
Hat cases, piano cases (grand excepted), harp cases, drapers boxes, bottle baskets, and ironmongers empties generally	0 6	10 0	13 4	15 0	18 4
Grand piano cases, carboys, light and bulky empties not elsewhere specified	0 8	12 6	15 0	18 4	23 4

The same carried free between London and Great Eastern stations as are carried free between all other Great Eastern stations.
Empty meat hampers are collected free from Leadenhall and Newgate markets, and empty fruit sieves and baskets are collected free from Spitalfields market.

E.

Exceptional Rates arising from Road Competition.

Between London and Romford, 12 miles.
Groceries generally, inclusive of collection and delivery, 7*s.* 6*d.* per ton.
Smalls, 6*d.* each.

Between London and Brentwood, 18 miles.
Groceries generally, inclusive of collection and delivery, 8*s.* 6*d.* per ton.

F.

Exceptional Rates arising from Sea Competition.

Between London and Ipswich, 68 miles.

	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. d.	*s. d.*	*s. d.*
Bottled beer		14 2	
Refuse hair for manure, in bags, in 4 ton lots.	5 0		
Sawdust, in sacks	7 0		
Flax waste, in 3 ton lots, and oil in casks, up and down	8 4		
Oil in casks, in 5 ton lots, up	7 6		
Oil in casks, up, including cartage in London within 4 miles of Brick Lane (net weight only charged). Returned Empty oil casks, free.			10 10
Groceries generally, and returned empties free, and "Lucifer Matches for principal grocers."		10 6	
Grocer's smalls, each		0 8	
Grease in casks		11 0	
Oil, in casks, down, except paraffin and mineral; lead in sheets; rags, hides, foreign, salted, in bales; resin; tallow; sacks and bagging; lead piping, declared at owner's risk.		11 8	
Old lead and metal generally, declared at the owner's risk.		12 6	
Old lead and metal generally, not so declared, ordinary rate.			

	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. d.	*s. d.*	*s. d.*
Grindery		13 4	
Leather		13 4	
Glass, common plate, and window, declared at owner's risk.		13 4	
Confectionery and drugs		15 0	
Paraffin and mineral oils, in casks; oil, in tins and cans, and cases.		15 0	
Paper, fine, in bales; catsup, in casks		15 0	
Hardware, ironmongery, holloware, spades, and shovels.		15 0	
Paints and colours		15 0	
Foreign wines and spirits, in casks, and hops.		16 8	
Foreign wines and spirits, in hampers and cases.		20 0	
Stationery		17 6	
Floor cloth, not exceeding 12 feet in length.		17 6	
Floor cloth, exceeding 12 feet in length, at owner's risk.		21 8	
Hosiery, haberdashery, and drapery		17 6	
Bonnets, millinery, and silk, to be charged ordinary rates, as per classification.			

G.

Between London and Colchester, 52 miles.

	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. d.	*s. d.*	*s. d.*
Fire bricks	5 0		
Unmanufactured iron, in 4 ton lots	5 0		
Offal fish	15 0		
Prime fish	25 0		
Oil, in casks, up, including delivery within 3 miles of Brick Lane, and empty casks returned free.			9 0
Oysters, including cartage in London only to or from Billingsgate.			12 6
Oysters, including cartage in London within ordinary limits.			15 0
Groceries generally (smalls, 8*d.* each, inclusive of collection and delivery.)		11 0	

	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. d.	*s. d.*	*s. d.*
Rags; oil, common, in casks, down		11 0	
Old lead, declared at owner's risk		11 0	
„ not so declared, ordinary rate.			
Lead in sheets; tin in boxes		11 8	
Resin; pitch and tar in casks		12 6	
Zinc in sheets; grease and tallow in casks.		13 4	
Returned ironmongery empties (minimum 6*d.*).		13 4	
Shot, in bags; nails, in bags; castings, at owner's risk; and iron, in small lots, and red and white lead.		13 4	

Great Eastern Railway.—Inquiry No. 3.—*continued.*

—	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. *d.*	*s.* *d.*	*s.* *d.*
New sacks and bagging; old metal (not lead), packed.		13 4	
Paints and colours - - -		15 0	
Glass, common plate, and window, declared at owner's risk.		17 6	
Glass, common plate and window, not so declared, ordinary rates.			
Wines and spirits, and hops; oil, common, in tins, cans, and cases.		17 6	
Stoves and ranges, at owner's risk -		20 0	
Stationery, hardware, ironmongery, hollow-ware, spades and shovels.		20 0	
Copper in sheets - - -		20 0	
Hosiery, haberdashery, and drapery -		20 10	
Silk, declared at the owner's risk -		22 6	
Silk, not so declared, ordinary rates as per classification.			
Millinery and bonnets, to be charged as per classification.			
Truman & Co.'s and Whitbread & Co.'s malt, *ex* Hythe.	5 9		
Truman & Co.'s and Whitbread & Co.'s malt, *ex* Colchester.	6 0		

H.

Between London and Yarmouth, 121 miles; and London and Lowestoft, 117 miles.

—	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. *d.*	*s.* *d.*	*s.* *d.*
Old stores, canvas, rope, old metal and lead, in 2 ton lots, owner's risk.	16 0		
Empty fish barrels (not returns), and empty flour barrels for the fish merchants (minimum charge 1 ton per truck).	12 6		
Firewood, in 5 ton lots, exclusive of loading and unloading.	8 0		
Wood, for herring boxes and casks, in 5 ton lots, exclusive of loading and unloading.	8 0		
Wood, in 3 ton lots - - -	10 0		
Cullet, in 5 ton lots - - -	10 0		
Sugar, in tierces, each - - -		9 0	
Sugar, in hogsheads, each - -		10 0	
Currants, in casks and bags; cutch, in 2 ton lots; deals and square timber; grease, in casks; mahogany, in logs; molasses, in casks; cocoa-nut and palm oil, in casks; cement, in casks; resin; soap, in chests; sugar in bags, casks, and mats; tallow, in casks; tar, in casks, and vinegar, in casks.		10 0	
Bacon, chicory root, in casks and bags, and coffee, raw.		11 8	
Hams; lead, in sheets; provisions, salt and dried; rice, in bags and casks; tin, in boxes; and tobacco, leaf.		11 8	
Blacking, in casks; black lead; bleaching powder; brimstone; butter, in casks; candles, in boxes; cutch, in less than 2 ton lots; flints, in casks; fruits, dried, in drums, boxes, and mats; hemp; hides, foreign, in bales as imported; iron, unmanufactured; jute; lard, in casks; nails, in bags; nuts; pearl ashes; rags and old rope; oil in casks (except palm, cocoa-nut, paraffin, and mineral); soda for washing purposes; split peas, in 1 ton lots; and sugar-loaf, loose.		12 6	
Dyewoods - - - -		13 4	
Cheese; dwilling and old blanketing; heel irons, in casks and bags; kips, in bales; leather, in bales; lemons; and oil, in boxes, chests, cans, and cases.		15 0	
Oranges; paper, coarse, for wrapping purposes; pickles; spices; spirits, in casks; split peas, in less than 1 ton lots; tea; tobacco, manufactured; and wines, in casks.		15 0	
Almonds; chicory, prepared; chocolate; cocoa; coffee, roasted or ground; hops; liquorice; mustard; peel, candied; pepper; seeds, carraway and coriander; and starch.		16 8	
Rope, twine, canvas, and nets -		17 6	
Drapery; drugs, in hampers; floor cloth, not exceeding 12 feet in length; groceries, sundries, in hampers, boxes, and cases; mohair, paper hangings; periwinkles; spirits, in hampers; wine, in hampers; wool; and yarn, woollen and worsted.		20 0	
Oils, paraffin and mineral, in casks -		23 4	
Bristles, in casks; carpets; castings, light; haberdashery; hardware; hosiery; snuff; and stationery.		25 0	
Cigars - - - -		26 8	
Floor cloth, over 12 feet in length -		36 8	
Oil, in casks, up, including delivery in London within 4 miles.			12 0
Returned empty casks, each - -	0 9		
Yeast, in bags, in 1 ton lots, including cartage in London only.			20 0
Silks, millinery, and bonnets, to be charged ordinary rates, as per classification.			
The charge for grocers' and drapers' smalls not to exceed that for 1 cwt. at the tonnage rate.			

I.

Between London and Norwich, 114 miles.

—	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. *d.*	*s.* *d.*	*s.* *d.*
Slates, in 4 ton lots - - -	8 0		
Mahogany, in logs; and deals and square timber.	10 0		
Drain pipes and sanitary tubes, in 4 ton lots, at the owner's risk, exclusive of loading and unloading.	10 0		
Treacle for stock feeding - -	10 6		
Old potatoes, in 3 ton lots - -	10 6		
Waste paper and rags, in 2 ton lots -	12 6		
New empty casks, in 1 ton lots -	15 0		
Hops, per pocket - - -		1 6	
Oranges and lemons, per box - -		1 9	

Great Eastern Railway.—Inquiry No. 3.—*continued.*

—	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. *d.*	*s.* *d.*	*s.* *d.*
Acids in carboys, per carboy - -		3 6	
Pitch and tar, in casks - - -		13 8	
Lead, in sheets; hides, foreign, in bales as imported; tin, in boxes; clover seed, at the owner's risk; hemp and jute; and iron, undamageable and damageable; shot, in bags; nails, iron, in bags and casks.		16 8	
Dyewoods and shumac - - -		18 4	
Bass and piassava; argols; zinc, in sheets; Japan wax; and leather, in bales and kips.		20 0	
Leather, in boxes, trusses, and hampers; green and market hides; yarn, linen, cotton, woollen, and worsted; horse hair; old type; cordials and spirits, in casks; wines, in casks; soda water, bottled, in casks; and brushes, in casks and hampers; mangles and heavy ironwork; root crushers; wool; and mohair.		25 0	
Brushes, in boxes and cases; rabbit skins; stationery and ink; drugs; bristles, in casks; corkwood; hardware; hollow-ware; ironmongery; toys; new type; paper hangings; and flocks.		30 0	
Down only—drapery; haberdashery; hosiery; and carpets.		30 0	
Up, ordinary rates, as per classification.			
Boots and shoes, in hampers - -		40 0	
Live poultry, in packages, down -		40 0	
Flour, including cartage in Norwich only.			10 0
Oil, in casks (excepting paraffin and mineral), down and up.	10 0		
Oil, in casks, up, including cartage in London only.			12 0
Returned empty oil casks, each -	0 9		
Ice, in any quantities, 2nd class.			
Manufacturer's patterns, free.			
Millinery, silks, and bonnets, to be charged ordinary rates, as per classification.			

—	Station to Station only.	Inclusive of Collection and Delivery.	—
	s. *d.*	*s.* *d.*	*s.* *d.*
Jerked beef; bacon and hams; brimstone, in casks; coffee, raw; chicory root; fruit, dried, in casks; currants, in butts, casks, cases, or bags; dates, in mats, &c.; raisins (Valentias), in barrels or boxes; molasses, in casks; pearl ashes; provisions, salt or dried; rice, in bags or barrels; rosin, in casks; soap, in chests (common); sugar, raw and loaf, in hogsheads, bags, mats, or casks; tallow, in casks; vinegar, in casks; oatmeal; groats, in sacks, palm oil; cheese, packed, and cocoa nut oil; black lead; blacking, paste, and in stone bottles; peas, split and whole; soda; salt; Scotch barley.		13 8	
Baking powder; butter and lard, in casks; candles, of all descriptions, in boxes; cheese, loose; cranberries, in casks; dwilling, or old blanketing; figs in drums; fruit, dried (fancy or dessert), in drums, boxes, or mats; groats, in boxes; nuts, in bags and casks; and plumbago.		16 4	
Saltpetre; seeds of all kinds; soap, fancy; starch; sugar, refined, loose; and tobacco, leaf; pickles; and Epsom salts.		16 4	
Onions, in boxes - - -		18 4	
Walnuts, new sacking, mop yarn, and tarpaulin.		20 0	
Almonds; coffee, roasted or ground; chicory, prepared; confectionery and biscuits; cocoa; chocolate; eggs, in boxes; filberts; liquorice; mustard; oil, in boxes and chests; groceries, not elsewhere specified; pepper; pickles; peel, candied; spices of all kinds, not elsewhere specified; tea; and wines, British.		21 4	
The charge for grocer's smalls not to exceed that for 1 cwt. at the tonnage rate.			
Paraffin and mineral oils, in casks and tins.		23 4	
Cigars; snuff; and tobacco, manufactured.		31 8	

K 1.

Exceptional Rates to provide for the Fish Traffic to the London Markets, &c.

Rates for Fish from Yarmouth and Lowestoft to Brick Lane and London Dock only. Station to station only, except when otherwise specified.

	s. *d.*	
Turbot and soles - - - - -	46 8	per ton.
Peds, not exceeding 56 lbs. - -	1 2	each.
Trunks, not exceeding 56 lbs. - -	1 2	„
Any excess in weight to be charged at the rate of - - - -	46 8	per ton.
Note.—Trawl fish when sent by mail train to be charged the same rates as when sent by fish train.		
Cod, alive.		
In boxes and baskets - - -	35 0	per ton.
In large vans, including delivery at Billingsgate - - -	60 0	per van.
In small vans ditto ditto	45 0	„
Cod, dead, in boxes and baskets - -	25 0	per ton.
Bloaters and sprats - - - -	26 8	„
Per ped, 200 fish, and not exceeding 56 lbs. in weight - - - -	0 8	each.
Ditto, 150 ditto 42 lbs. ditto - - - -	0 6	„
Per box, or pot, 100 fish ditto 28 lbs. ditto - - - -	0 4	„
Mackerel (minimum charge per package 1*s.*) -	40 0	per ton.
Per ped, 60 fish, and not exceeding 56 lbs.	1 0	each.
Ditto ditto by mail train, 50 per cent. extra, except on Sunday nights, when the ordinary fish train rates are charged.		
By special train the minimum charge is 40*l.*, viz., 400 peds at 2*s.* each. All excess over 400 peds to be charged after the rate of 1*s.* per ped.		

	s. *d.*	
Ling, haddock, whiting, plaice, skate, eels, and other coarse fish - - -	20 0	per ton.
Per ped, not exceeding 112 lbs. - -	1 0	each.
Herrings, Red (for exportation from London),—		
Per barrel of from 500 to 650 fish (14 barrels, not exceeding 1 cwt. 2 qrs. each, to the ton), including delivery at the docks - - - - -	1 0	each.
Per half barrel of from 200 to 250 fish (not exceeding 3 qrs. per half barrel), including delivery at the docks - -	0 6	„
Note.—If sent to Blackwall, to be lightered to the docks, these rates apply only to lots of 60 barrels, or 120 half barrels.		
Red (for home trade), consigned to Billingsgate market,—		
Per barrel of from 500 to 650 fish (14 barrels, not exceeding 1 cwt. 2 qrs. per barrel, to the ton) - - -	1 0	each.
Per half barrel of from 200 to 250 fish (not exceeding 3 qrs. per half barrel) -	0 6	„
Red (not for exportation or consigned to Billingsgate market),—		
Per barrel of from 500 to 650 fish (14 barrels, not exceeding 1 cwt. 2 qrs. each, to the ton) - - - -	1 0	„
Per half barrel of from 200 to 250 fish (not exceeding 3 qrs. per half barrel) -	0 6	„

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Herrings—*continued.*	s.	d.	
*Fresh or salt,—			
Per ped, not exceeding 60 lbs.	1	0	each.
Per barrel or kit, not exceeding 2 cwt. 1 qr.	2	6	„
Any excess in weight to be charged at the rate of	22	6	per ton.
Loose, in truck loads of not less than 2 tons	22	6	„
* These rates apply from London as well as to London.			
Pickled,—			
Per barrel of 3 cwts. (7 barrels to the ton)	1	9	each.
Per half barrel of 1 cwt.	1	0	„
Shrips,—			
Per ped, not exceeding 32 lbs.	1	0	„

Norwegian Fish.

Lobsters,—			
Boxes, not exceeding 2 cwts. gross, providing the weight of the lobsters does not exceed 1 cwt.	3	0	„
Mackerel,—			
Packages containing 80 fish, weighing about 1 cwt.	1	4	„
Ditto ditto 100 ditto 1 cwt. 1 qr.	1	8	„
Ditto ditto 120 ditto 1 cwt. 2 qrs.	2	0	„
Ditto ditto 160 ditto about 2 cwts.	2	8	„

Note.—The net weight of the mackerel only is charged.

	s.	d.	
Salmon,—			
Peds and trunks, not exceeding 56 lbs.	1	2	each.
Any excess weight to be charged at the rate of	46	8	per ton.

General Memoranda.

Special fish trains.—One of the senders allowed to travel with the train at third-class fare.

Returned fish vans.—In all cases free.

Returned empties.—In all cases free.

Herrings.—Delivered at South Town too late for goods train, sent to Norwich by the mail train, and then transferred to the goods train without additional charge.

Especial care must be taken by the sending stations to test from time to time the weight of the packages with the above specified allowances.

The above rates will only apply to fish in trade. Fish for private parties must be charged according to classification.

The rates for fish from Yarmouth and Lowestoft to London are also applicable to fish sent from the following stations: — Aldborough, Brampton, Darsham, Hunstanton, Leiston, Norwich, Saxmundham, and Snape.

Rates for Fish from Harwich to London. Station to station, except when otherwise specified.

	s.	d.	
Cod,—			
Large vans	50	0	each.
Small vans	35	0	„
Haddocks, alive,—			
Large vans	42	0	„
Small vans	33	0	„

Note.—The rates for cod fish and live haddocks in vans are inclusive of the charges at Harwich, and the delivery at Billingsgate.

Turbot and soles	28	4	per ton.
Lobsters	28	4	„
Live lobsters in vans are charged the same rates as cod fish in vans.			
Mackerel	25	0	per ton.
Cod, in baskets or boxes	20	0	„
Haddocks, alive, in baskets or boxes	20	0	„
Eels, alive, in boxes	20	0	„
Shrimps,—			
Per basket, not exceeding 56 lbs. in weight	0	8	each.

	s.	d.	
Shrimps—*continued.*			
Per basket, exceeding 56 lbs. in weight until more by weight at	1 16	0 each, 8 per ton.	
Herrings	15	0	per ton.
Offal fish, such as plaice, salt fish, and dead cod, in boxes	15	0 per ton, net weight.	
Offal fish, in vans,—			
To be charged a fifth less than the rate for cod fish in vans.			
Whelks	12	6	per ton.
Smelts,—			
Per package, not exceeding 28 lbs.	0	6	each.
Per package, exceeding 28 lbs., but not 56 lbs.	1	0	„

General Memoranda.

Returned fish vans and empties. In all cases free.

The above rates will only apply to fish in trade. Fish for private parties must be charged according to classification.

K 2.

Rates for Salt in Owners' Waggons.

Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.
	s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.
1 to 15	1 6	32 33	2 6	50	3 7	68	4 7	86	5 4	104	6 1	122 123	6 8	140 141	7 2
16	1 6	34	2 7	52	3 9	70	4 8	87 88	5 5	105 106	6 2	124		142	
17	1 6	35	2 8	53	3 10	71		89		107		125			
18	1 6	36	2 9	54	3 10	72	4 9	90	5 6	108	6 3	126	6 9		
19	1 7	37		55	3 11	73		91		109		127		143	
20	1 8	38	2 10	56		74	4 10	92	5 7	110		128		144	7 3
21	1 9	39	2 11	57	4 0	75	4 11	93	5 8	111	6 4	129	6 10	145	
22	1 10	40	3 0	58	4 1	76		94		112		130			
23	1 11	41		59	4 2	77		95		113		131			
24	2 0	42	3 1	60	4 3	78	5 0	96	5 9	114	6 5	132	6 11		
25	2 1	43	3 2	61		79	5 1	97	5 10	115		133		146	
26	2 2	44		62	4 4	80		98		116		134		147	
27	2 2	45	3 3	63	4 5	81	5 2	99	5 11	117	6 6	135	7 0	148	7 4
28	2 3	46	3 4	64		82		100		118		136		149	
29	2 4	47	3 5	65	4 6	83	5 3	101	6 0	119	6 7	137	7 1	150	
30		48		66		84		102		120		138			
31	2 5	49	3 6	67	4 7	85	5 4	103	6 1	121		139			

The minimum charge is 4 tons.

Salt, in Great Eastern waggons, must be charged according to classification.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

RATES for RETURNED EMPTIES, including Collection and Delivery.

	Minimum Charge.	1 mile to 30 miles. per Ton.	Exceeding 30 miles, but not 60 miles. per Ton.	Exceeding 60 miles, but not 100 miles. per Ton.	Exceeding 100 miles, but not 160 miles. per Ton.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Wine and spirit casks, oil casks, pipes, and hogsheads, glass and toy cases, hampers of empty bottles, grocers' empties generally -	0 4	8 4	10 0	12 6	15 0
Hat cases, piano cases (grand excepted), harp cases, drapery boxes, bottle baskets, ironmongers' empties generally - -	0 6	10 0	13 4	15 0	18 4
Grand piano cases, carboys, light and bulky empties, not elsewhere specified -	0 8	12 6	15 0	18 4	23 4
Exceptions.					
Brentwood and London, empties generally, 6*s.* 8*d.* per ton, including collection and delivery	0 4	—	—	—	—
Woodbridge and London, empties generally, 10*s.* per ton, station to station - -	0 4	—	—	—	—

The following empties, namely:—Fish empties, cat's meat empties, beer casks, cream cheese boxes, empty sacks, lime, manure, bark, rag, and wool bags, meat hampers, fruit sieves and casks, conveyed by company when full, are returned free, at owner's risk, station to station.

Empty meat hampers are collected free from Leadenhall and Newgate markets. Empty fruit sieves and baskets are collected free from Spitalfields market.

The above scale of rates for returned empties will not apply to the London, Tilbury, and Southend Railway, but the scale of station to station rates in page 21 of the local classification is used.

Returned empty beer casks to and from those stations are also charged at these rates.

MEAT HAMPERS.

The charge for the use of the Great Eastern Company's meat hampers, when the rates for meat are not inclusive of the use of the hampers, is as follows, namely:—

1*s.* 3*d.* each when the weight of meat does not exceed 6 cwts., and 3*d.* per cwt. for every cwt. exceeding 6 cwts.

RATES for GUNPOWDER and GUN COTTON from London to Great Eastern Stations.

Gunpowder carried on account of Her Majesty's Government to be charged according to the rates shown in Great Eastern local classification.

Gunpowder and gun-cotton carried on account of the public to be charged at the same rates as gunpowder on account of Her Majesty's Government, when packed in strong metallic cases, but, when not so packed, double fourth class rates and double smalls rates must be charged.

LONDON TRAFFIC.

The following descriptions of traffic must, in all cases, be forwarded to or from the Devonshire Street Station:—

All articles specified in the mineral class.
All articles specified in the stone and tile class.
Square timber and deals.
Round timber.
Iron, unmanufactured, when in lots of 1 ton and upwards.
Acids and oil of vitriol ditto ditto.
Artificial manure and guano, in bags.
Sanitary tubes.
Bark.
Hay.
Straw.
Clover.
Returned empties, excepting sacks and wrappers.
All articles 20 feet or more in length.
All articles 2 tons or more in weight.

The charge for loading of tan on to our carts is 1*s.* per ton, and 1*s.* per ton for transferring from cart to truck at Devonshire Street.

Traffic, other than above specified, to be forwarded to or from Brick Lane Station.

Traffic of all descriptions can be forwarded to and from the Stratford and Blackwall Stations.

RECEIVING OFFICES for GOODS intended for Transmission by Goods Train.

Old Catherine Wheel, Bishopsgate, E.C.
Four Swans, Bishopsgate, E.C.
King's Arms, Bishopsgate, E.C.
No. 11, Gracechurch Street.
Phœnix, King William Street, E.C.
53, King William Street, E.C.
13, Aldersgate Street, E.C.
216, Oxford Street.
315, Oxford Street.
Talbot Inn, Borough, S.E.
90, Borough, S.E.
King of Denmark, Old Bailey, E.C.
Clemmitt's Inn, Old Bailey, E.C.
New Gerard's Hall, Old Bailey, E.C.
New Inn, Old Bailey, E.C.
69, Old Bailey, E.C.
Belle Sauvage, Ludgate Hill, E.C.
264, Holborn.
10, Old Bailey.
Messrs. Tucker, Van Inn, Giltspur Street.
Messrs. Carter, Paterson, and Co., George Yard, Aldermanbury, E.C.
Spotted Dog, Strand, W.C.
351, Oxford Street, W.
Blue Posts, Tottenham Court Road.
38, Charing Cross.
Gloucester Coffee House, Oxford Street, W.
Kingston's Universal Office, Southampton Street, Fitzroy Square.
Office, Westminster Bridge Road.
Moore's, Green Man and Still, Oxford Street, W.
Blake's, No. 1A, Pentonville Road, opposite the Angel, Islington.
Old White Horse Cellar, Piccadilly, W.
New White Horse Cellar, Piccadilly, W.
Ship, Charing Cross.
269, Strand.
Saracen's Head, Aldgate.
Blossoms Inn, Lawrence Lane, Cheapside, E.C.
33, Regent Circus, W.C.
And the Chief Goods Station, Brick Lane, Spitalfields, N.E.

No charge for booking is made at the Great Eastern Company's Receiving Office, Blossoms Inn, Cheapside, E.C., on goods intended for conveyance by goods train.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

L.

RATES for FISH by Goods Trains to Local Stations, from YARMOUTH and LOWESTOFT.

Station to Station only, except when otherwise specified.

DESCRIPTIONS.	To Norwich, Halesworth, Harleston, and intermediate Stations.	To Stations on the East Suffolk, Norfolk, and Waveney Valley Lines, not included in Column No. 1; also to Stations on the East Anglian, Wells and Fakenham, and Eastern Union Lines as far as Bury and Colchester inclusive.	To all other Great Eastern Stations, including Stations on the Colne Valley Railway (London excepted).
	s. d.	*s. d.*	*s. d.*
Salmon and turbot, per cwt.	1 0	2 0	3 0
Soles and turbot, per pot of 56 lbs.	0 6	1 0	1 6
Ditto per ped or trunk of 84 lbs.	0 9	1 6	2 3
Mackerel, per ped of 60 fish, 60 lbs.	0 6	1 0	1 6
Haddock, plaice, skate, ling, and other coarse fish, per ped of 112 lbs.	0 6	1 0	1 6
Cod, in baskets, per cwt.	0 9	1 3	2 0
Bloaters, or red herrings, per pot or box of 100 fish, 28 lbs.	0 4	0 6	0 6
Ditto, per ped of 200 fish, or ½-barrel of 250 fish, 56 lbs.	0 6	0 8	0 9
Ditto, per ped of 300 fish, 84 lbs.	0 9	1 0	1 3
Ditto, per barrel of 500 fish, 112 lbs.	1 0	1 3	1 6
Ditto, per barrel of 750 fish, 168 lbs.	1 0	1 6	2 3
Fresh herrings, per ped of 56 lbs.	0 6	0 9	1 0
Ditto per ped of 84 lbs.	0 9	1 0	1 6
Fresh or salt herrings, per barrel or kit of 2 cwt.	1 0	2 0	3 0
Ditto ditto per barrel or swill of 3 cwt.	1 6	3 0	4 6
Herrings, in brine, per barrel of 3 cwt.	1 0	2 0	3 0
Salt herrings, in bulk, minimum quantity, 2 tons	Third Class rate.		
Oysters and shell fish	As per Classification.		
Smelts, or other smalls, per basket of 18 lbs.	0 6	0 9	1 0
Shrimps, per ped of 28 lbs.	0 6	0 9	1 0
Ditto, per ped of 42 lbs.	0 9	1 0	1 3
Ditto, per ped of 56 lbs.	0 9	1 0	1 6
Packages, containing a mixed assortment of soles and coarse fish, per cwt.	1 0	2 0	3 0

EXCEPTIONS.

To Lynn	Salt herring, loose, in lots of not less than 2 tons	18 4	per ton.
Between Yarmouth and Lowestoft	Salt herrings, in lots of not less than 3 tons	5 0	„

Note.—Fish forwarded by mail or passenger trains must be charged 50 per cent. in addition to these rates.

GENERAL MEMORANDA.

Fish empties are returned free to Yarmouth and Lowestoft.

The forwarding stations must take care to test the allowed quantities and weights, and any packages found exceeding the allowance must be charged accordingly.

M.

RATES for FRUIT to the LONDON MARKETS, inclusive of Freight from the Country Stations, Cartage in London, and Pitching at the Markets.

STATIONS.	Spitalfields. Per Bushel.	Tooley Street. Per Bushel.	Boro'. Per Bushel.	Farringdon. Per Bushel.	Covent Garden. Per Bushel.	Portman. Per Bushel.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*
Low Leyton, Snaresbrook, Woodford, Buckhurst Hill, Loughton, Chigwell Road, Theydon, Epping, Forth Weald, Blake Hall, Ongar, Tottenham, Angel Road, Edmonton, Enfield, Ponder's End, Ordnance Factory, Waltham, Broxbourne, Rye House, St. Margaret's, Ware, Hertford	4	5	5	5	5	5
Mardocks, Widford, Hadham, Standon, Braughing, West Mill, Buntingford	5	6	6	6	6	6

STATIONS.	Spitalfields. Per Bushel.	Tooley Street. Per Bushel.	Boro'. Per Bushel.	Farringdon. Per Bushel.	Covent Garden. Per Bushel.	Portman. Per Bushel.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*
Roydon, Burnt Mill, Harlow, Sawbridgeworth, Bishop's Stortford, Rayne, Felstead, Dunmow, Takeley, Stanstead, Elsenham, Newport, Audley End, Saffron Walden, Chesterford, Whittlesford, Shelford, Harston, Foxton, Shepreth, Meldreth, Royston, Ashwell, Baldock	5	6	6	6	6	6
Cambridge	6	6	6	6	6	6
Abington, Linton, Bartlow, Withersfield, Haverhill	5	6	6	6	6	6

Great Eastern Railway.—Inquiry No. 3.—*continued.*

Stations.	Spital-fields.	Tooley Street.	Boro'.	Farring-don.	Covent Garden.	Port-man.
	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.
Histon	d.	d.	d.		d.	d.
Oakington						
Long Stanton						
Swavesey						
St. Ives						
Somersham						
Chatteris						
Wimblington						
Fulbourn						
Six Mile Bottom						
Dullingham						
Newmarket						
Kennet						
Higham						
Saxham						
Waterbeach						
Ely						
Chittisham						
Black Bank						
Manea						
Stonea	6	7	7	7	7	7
March						
Pear Tree Hill						
Wisbeach						
Littleport						
Hilgay Fen						
Denver						
Downham						
Stow						
Watlington						
Magdalen Gate						
Middle Drove						
Smeeth Road						
Emneth						
Mildenhall						
Lakenheath						
Brandon						
Thetford						
Harling						
Eccles						
Attleborough						
Wymondham						
Lynn						
North Wootton						
Wolferton						
Dersingham						
Snettisham						
Heacham						
Hunstanton						
Middleton						
East Winch						
Bilney						
Narboro'						
Swaffham						
Dunham						
Fransham						
Wendling						
Kimberley						
Hardingham	7	8	8	8	8	8
Thuxton						
Yaxham						
Dereham						
Elmham						
Ryburgh						
Fakenham						
Walsingham						
Wells						
Hethersett						
Trowse						
Norwich						
Brundall						
Buckenham						
Reedham						
Haddiscoe						
Somerleyton						
Mutford						
Ilford						
Romford	4	5	5	5	5	5
Brentwood						
Ingatestone						
*Chelmsford						
Witham						
Maldon	5	6	6	6	6	6
Braintree						
Kelvedon						

Stations.	Spital-fields.	Tooley Street.	Boro'.	Farring-don.	Covent Garden.	Port-man.
	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.	Per Bushel.
Mark's Tey	d.	d.	d.	d.	d.	d.
Chappel						
Colne						
Halstead						
Castle Hedingham.						
Yeldham	5	6	6	6	6	6
Bures						
Sudbury						
Colchester						
Hythe						
Wivenhoe						
Ardleigh						
Alresford						
Thorington	6	7	7	7	7	7
Bentley Green						
Weeley						
Manningtree						
Mistley						
Wrabness						
Harwich						
Bentley						
Capel	6	7	7	7	7	7
Raydon						
Hadleigh						
Ipswich						
Bramford						
Claydon						
Needham						
Melford						
Lavenham						
Cockfield						
Welnetham						
Sicklesmere	6	7	7	7	7	7
Glemsford						
Cavendish						
Clare						
Stoke						
Sturmer						
Stowmarket						
Haughley						
Elmswell						
Thurston						
Bury						
Finningham						
Mellis						
Diss						
Burston						
Tivetshall						
Pulham Market						
Pulham St. Mary						
Harleston						
Homersfield						
Bungay						
Ditchingham						
Ellingham						
Geldstone						
Forncett						
Florden	7	8	8	8	8	8
Swainsthorpe						
Bealings						
Woodbridge						
Melton						
WickhamMarket						
Marlesford						
Parham						
Framlingham						
Snape						
Saxmundham						
Leiston						
Aldborough						
Darsham						
Halesworth						
Brampton						
Beccles						
Carlton Colville						
Lowestoft						
Aldeby						
St. Olaves						
Yarmouth						
Huntingdon	To be charged according to Clearing House classification.					
Whittlesea						
Ramsey						
Peterborough						

N.B.—Two bushel flats are charged double the rate for a bushel flat, but all other packages must be charged according to classification.

* Half bushel flats from Chelmsford are charged at half the rates for bushel flats.

The ordinary smalls rates must be charged in all cases where the rate per bushel upon the total number of bushels gives less than the ordinary smalls rates.

Great Eastern Railway.—Inquiry No. 3.—*continued.*

N.

Special Contracts.

Mr. H. M. Burton, Ipswich.

	s.	d.	
London and Ipswich :			
Trade goods, generally	9	6	per ton.
Smalls, 56 lbs. and under	0	6	each.
„ over 56 lbs.	0	8	„
Inclusive of cartage in London, and the tram charge at Ipswich ; when carted in Ipswich, 1*s.* per ton charged in addition.			

Mr. H. Bond, Ipswich.

London and Ipswich :			
Salted hides, gambier, bark, and valonia, including cartage in London only	7	6	per ton.
Market hides, at owner's risk ; leather, oil, and trade goods, generally, station to station	6	8	„
Bones, in 3-ton lots, station to station	6	0	„
Leather, fleshings, and trade goods generally, including cartage in London only	8	4	„
Smalls, in all cases	0	8	each.

Messrs. Delane & Co., Norwich.

London and Norwich :			
The "Times" paper, including delivery at the "Times" office, and warehouse rent at Brick Lane	20	0	per ton.
Returned empties, free of carriage and cartage.			
All other trade goods	12	6	„
Smalls	0	8	each
Station to station.			

Messrs. Garrett & Sons, Leiston Works.

Leiston and London, and Saxmundham and London :			
Iron-work, machinery generally, at owner's risk, exclusive of collection and delivery	10	0	per ton.
Minimum, 1*s.*			

Messrs. Hills & Underwood, Norwich.

London and Norwich :			
Wines, spirits, and vinegar	12	6	per ton.
Minimum charge, 8*d.*			
Acids, in carboys, per carboy, 3*s.* 6*d.*			

Messrs. Ind, Coope, & Co., Romford.

London and Romford :			
Beer, in van loads, including cartage in London only, and returned empty vans and casks free	5	0	per ton.
Hops, including cartage in London only	7	6	„
Surplus empty casks, including cartage in London only	5	0	„
Old beer, and returned empties free	5	0	„
Yeast „ „	5	0	„
Beer, in casks, including cartage in London only to the Metropolitan railway stations	8	5	„
Beer, in casks, including cartage in London only to Tottenham Court Road, and returned empties free	7	6	„

Messrs. Lucas Brothers, Lowestoft.

London and Norwich :			
Joiners' work	20	0	„
Station to station.			
London and Lowestoft :			
Joiners' work	20	0	„
Station to station.			

The London Chemical Company, London.

London and Colchester:			
Trade goods, generally, at the owner's risk, including cartage in Colchester only	8	6	„

Messrs. Ransomes & Sims, Ipswich.

London and Ipswich :			
Agricultural machinery and railway materials	7	0	„
Station to station only.			

Messrs. Simpson & Co., Ilford.

London and Ilford :			
Paper and materials for making paper, exclusive of collection and delivery	3	4	„

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Ware, Hadham, and Buntingford Railway Act, 21 & 22 Vict. [c. 97.], 1858.
Tendring Hundred Railway Act, 22 & 23 Vict. [c. 119.], 1859.
Lynn and Hunstanton Railway Act, 24 & 25 Vict. [c. 199.], 1861.
Great Eastern Amalgamation Act, 25 & 26 Vict. [c. 223.], 1862.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Rates for Smalls by Goods Trains between Country Stations, inclusive of Collection and Delivery.

Not exceeding 2 lbs.	3*d.* each.
Exceeding 2 lbs. but not exceeding 7 lbs.	4*d.* „
Exceeding 7 lbs. but not exceeding 14 lbs.	6*d.* „

	For Distances.				
	Not exceeding 18 Miles.	Exceeding 18 but not exceeding 34 Miles.	Exceeding 34 but not exceeding 48 Miles.	Exceeding 48 but not exceeding 100 Miles.	Exceeding 100 Miles.
	Each. s. d.	Each. s. d.	Each. s. d.	Each. s. d.	Each. s. d.
Exceeding 14 lbs. but not 28 lbs.	0 10	1 0	1 2	1 4	1 6
„ 28 „ „ 56 „	0 10	1 0	1 2	1 4	1 6
Over 56 lbs. until more by weight at the rates per ton	1 0	1 2	1 4	1 6	1 8

Great Eastern Railway.—Inquiry No. 6.—*continued.*

RATES for SMALLS by Goods Trains between London and Country Stations, inclusive of Collection and Delivery.

Not exceeding 2 lbs. - - - - - 3*d.* each.
Exceeding 2 lbs. but not 7 lbs. - - - - - 4*d.* „
Exceeding 7 lbs. but not 14 lbs. - - - - - 6*d.* „

	For Distances				
	Not exceeding 18 Miles.	Exceeding 18 but not 34 Miles.	Exceeding 34 but not 48 Miles.	Exceeding 48 but not 70 Miles.	Exceeding 70 Miles.
	Each. *s. d.*	Each. *s. d.*	Each. *s. d.*	Each. *s. d.*	Each. *s. d.*
Exceeding 14 lbs. but not 28 lbs. - - - - -	0 6	0 8	0 10	0 10	1 0
„ 28 „ „ 56 „ - - - - -	0 8	0 10	1 0	1 2	1 4
„ 56lbs. until more by weight at the rate per ton	0 10	1 0	1 2	1 6	1 8

RATES for Conveyance of PARCEL TRAFFIC by Passenger Trains.

For distances not exceeding 20 miles :—
Parcels not exceeding 2 lbs. - - - - 3*d.* each.
„ exceeding 2 lbs. but not 7 lbs. - - - 4*d.* „
„ „ 7 lbs. but not 14 lbs. - - - 6*d.* „
Excess weight, ½*d.* per lb. for distances not exceeding 20 miles.
„ „ for distances exceeding 20 miles, ½*d.* per lb.

The only important exception is our Rates for the Conveyance of Milk by Passenger Trains, which are as follows :—

	Cans containing (Imperial Measure)					
	28 Quarts or less.	From 28 Quarts to 40 Quarts inclusive.	From 40 Quarts to 60 Quarts inclusive.	From 60 Quarts to 65 Quarts inclusive.	From 65 Quarts to 70 Quarts inclusive.	From 70 Quarts to 80 Quarts inclusive.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
For distances not exceeding 15 miles -	0 3	0 4	0 5	0 6	0 7	0 8
„ exceeding 15 miles, but not exceeding 20 miles	0 4	0 6	0 8	0 9	0 10	1 0
„ exceeding 20 miles, but not exceeding 30 miles	0 6	0 9	1 0	1 1	1 2	1 4
„ exceeding 30 miles - -	0 8	0 10	1 3	1 4	1 6	1 8

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the Rates charged, on the Lines included in your former Return, for Live Stock carried by Goods Trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*
Fat cattle - -	Number not limited.	Charged at rates per head.							Number not limited.			
Lean Cattle - -		0 6	0 5	5 0	4	0 2½	0 2½	5 0		Not conveyed in sheep vans.		
Sheep - - -		- -	- -	- -	- -	- -	- -	- -		0 10	0 8	5 0
Lambs - - -		- -	- -	- -	- -	- -	- -	- -		0 10	0 8	5 0
Bacon pigs - -		0 9	0 8	5 0	9	0 4	0 4	5 0		Not conveyed in sheep vans.		
Pork pigs - -		0 9	0 8	5 0	12	0 4	0 4	5 0		1 4	1 0	
Horses in cattle trucks	½*d.* per head per mile, no less charge than for 4 horses with a minimum of 5*s.* per truck.											

Great Eastern Railway.—Inquiry No. 8.—*continued.*

Name the Stations between which the Highest Rates for the Conveyance of Live Stock are charged, showing the Charge for each Description, and the Distances between the Stations.

From to Tottenham and Stratford.	Fat Cattle per Head.	Sheep per Head.	Miles to Tottenham.	Miles to Stratford.
	s. *d.*	*s.* *d.*		
Yarmouth	12 0	1 6	122	117
Lowestoft	12 0	1 6	118	113
Norwich	12 0	1 6	115	112
Dereham	12 0	1 6	117	121
Wells	13 0	1 8	139	143
Lynn	10 0	1 2	91	95
Wisbeach	6 6	1 0	88	92
Ely	7 0	1 0	65	69
Cambridge	5 0	0 10	50	54
Bishop's Stortford	3 6	0 6	25	29
Bury	9 0	1 3	78	74
Sudbury	6 9	1 0	59	55
Ipswich	6 9	1 0	69	65
Colchester	5 0	0 9	52	48
Chelmsford	3 0	0 6	30	26

Name the Stations between which the Lowest Rates for the Conveyance of Live Stock are charged, showing the Charge for each Description, and the Distances between the Stations.

Lean Sheep.—Between Norwich and all Great Eastern stations, 8*d.* per sheep cage per mile.

Lean Sheep.—Between Bury St. Edmunds and all Great Eastern stations, 8*d.* per sheep cage per mile.

Is there any special charge for Cattle to the Royal Agricultural Society's Shows? If so, state it.

THE ROYAL AGRICULTURAL SOCIETY'S SHOWS.

The conditions on which live stock and implements exhibited at the above shows will be carried over the lines of the Great Eastern Railway Company are as under:—

1st.—Live stock and implements going to the shows will be charged the full rates. If unsold, and the property of the original exhibitor, they will be returned free; but if sold, the ordinary rates must be charged on the return journey as well.

2nd.—Drovers and others in charge of live stock and travelling by the same train to pay third-class fare.

3rd.—The carriage of live stock and implements to be prepaid.

4th.—The certificate of the Society to be produced before either live stock or implements are returned free.

5th.—The Company disclaim all risk in the loading and unloading, and also in the conveyance of live stock as well as implements both to and from the shows.

6th.—No straw to be allowed in the cattle trucks; sawdust or tan may be provided and used by the senders if they wish.

Live stock, if sent in cattle trucks by goods trains, will be charged at the ordinary cattle rates. If sent in horse boxes by passenger train, the following rates will have to be charged:—

Beasts.—The ordinary horse rates.

Single Sheep or Pigs.—1*d.* per mile; minimum charge, 5*s.*

Sheep and Pigs.—5*d.* per box per mile if the number of sheep be more than one but under ten; if the number be in excess of ten, 10*d.* per box per mile. In vans on carriage trucks, 6*d.* per truck per mile.

The rates include the return of cattle free, if they remain unsold and the property of the original exhibitor. If sold or the owner be charged, the same rates to be charged on the return journey.

There are no through rates from Great Eastern Stations to Plymouth, therefore implements must be invoiced and sent to Brick Lane, whence they will have to be carted to the Great Western Railway Station at Paddington.

Live stock by passenger train must be sent to Bishopsgate; by goods train to Stratford or Tottenham, the senders in each case making their own arrangements for cartage across London.

Great Eastern Railway—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former Return, the information in the annexed table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.
For goods they are to be the rates for long distances, and including terminal charges.
In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

Average Rates for Distances of 80 Miles and upwards.

	1840.	Eastern Counties before Amalgamation in 1862.	Great Eastern since Amalgamation in 1862.
Single passenger fares, 1st class	This information given with Inquiry No. 5.		
„ „ 2nd class			
„ „ 3rd class			
Horses by passenger trains each			
Four-wheeled carriages „			
Parcels		See statement in answer to Inquiry No. 6, giving the whole of the rates for parcels on the Great Eastern Railway.	See statement in answer to Inquiry No. 6, giving the whole of the rates for parcels on the Great Eastern Railway.
Oxen per head	Great Eastern system of railways not fully opened until 1862, in which year the Act for the amalgamation of the Eastern Counties and other railways under the name of the Great Eastern Railway became law.	1¼*d.*	1½*d.*
Sheep „		⅛ of a 1*d.*	⅛ of a 1*d.*
Fish per ton		—	—
Coal, in owner's waggons „		¾*d.*	¾*d.*
Bricks „		¾*d.*	¾*d.*
Manure „		¾*d.*	¾*d.*
Iron ore „		¾*d.*	¾*d.*
Bar iron „		1½*d.*	1½*d.*
Iron castings „		2*d.*	2*d.*
Stone „		1*d.*	1*d.*
Lime „		¾*d.*	¾*d.*
Salt, in owner's waggons „		¾*d.*	¾*d.*
Grain „		1½*d.*	1½*d.*
Flour „		1½*d.*	1½*d.*
Timber, round „		2½*d.*	2*d.*
Hay „		3*d.*	2½*d.*
Potatoes „		1½*d.*	1½*d.*
Mangold wurzel „		1*d.*	1*d.*
Goods generally, of the kind now included by the Clearing House under the 1st class		80 miles. 2*d.* per ton station to station	80 miles. 3*d.* per ton C. and D.
„ „ „ 2nd „		3*d.* „ „	4*d.* „ „
„ „ „ 3rd „		4*d.* „ „	5*d.* „ „
„ „ „ 4th „		6*d.* „ „	6*d.* „ „
„ „ „ 5th „		9*d.* „ „	6*d.* „ „

FURNESS RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — The Furness Railway; length, 50 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.* 3*d.*	2 tons.	To 6 miles.	1*d.* to 1½*d.*		6*d.* each end.	To 6 miles; Yes. Above; No.	Not done.	—
Iron ore	1*s.* 10½*d.*	4 tons				6*d.*	Yes.	6½*d.*	No.
Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.* 3*d.*	2 tons.		1½*d.* 1*d.* to 1½*d.*		6*d.* each end.	To 6 miles: Yes.—Above; No.	Not done.	—
Sulphur ore	2*s.* 3*d.*	4 tons	To 14 miles	1*d.* to 1½*d.*			Yes.	Unloading, 2*d.*	No;
Tiles	1*s.* 3*d.*	2 tons	To 6 miles				To 6 miles; Yes. Above; No.	Not done.	
Turf	Do.	Do.	Do.	Do.					
Zinc ore	Do.	Do.	Do.	Do.					

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions?

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition?

7. Do you undertake to deliver this class of traffic within a specified time? — No time specified.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — 6*d.* or 1*s.* per day, according to size.

GENERAL REMARKS.

No traffic except Lime and Limestone carried in Owners' Wagons.

Furness Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges.
Lime and Limestone	1*s.*	4 tons	6 miles	¾*d.*	—	6*d.* each end.	To 6 miles, Yes. Above, No.

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions?

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? No time specified.

15. And to return the empty waggons within a specified time? And if so, in what time? No time specified.

16. Do you allow demurrage on owners' waggons when not returned within the specified time?

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes.

18. Are junctions considered as stations for this class of traffic? Yes.

19. If not, state the exceptions?

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions?

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster, Alkali, Alum and alum cake, Anchors, Asphaltum, Asphalte apparatus *when sent with asphalte*, Axles, wheels, and tyres, *railway*, Axles, *Bessemer made*, Axles, wheels, and tyres, *steel, at owner's risk.*	1*s.* 8*d.*	2 Tons.	5 Miles.	3*d.*	—	1*s.* 6*d.*	Yes.	Not done.	—	—

Furness Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Baggage, *military*	2*d.*									
Bar wood		2 Tons.								
Bark (tanners'), *packed*										
Barley										
Barytes										
Baywood										
Beans										
Bessemer made shot										
Bessemer made armour plates										
Bessemer made rails										
Bessemer made ingots										
Bessemer made rough forgings										
Bleaching powder										
Blocks, *rough cast steel horn*										
Bone ash										
Bone and horn waste, *in truck loads*		3 Tons.								
Bones, *calcined*										
Bones, *common, for size or manure*		2 Tons.								
Borings, *iron*										
Bran										
Brimstone										
Builders' implements, *ladders, planks, scaffold poles, &c.*		1 Ton per waggon.								
Burr stones										
Cannon balls										
Cement										
Cement stone										
Chains, *large, loose*										
Chalk										
Charcoal, *packed*										
Charcoal, *animal*										
Charubs or locusts, *actual weight*										
Chimney pots, *earthenware, at owner's risk.*										
China clay										
Clay retorts, *at owner's risk*										
Clog blocks, *rough*										
Coal dust, *in bags and casks*										
Coal tar and creosote, *in owner's trucks*										
Cocoa nut refuse, *for manure*										
Copperas										
Copper ore										
Cordwood, *machine weight*										
Cullet, *in casks*										
Dari										
Deals, 2½ *tons per standard*										
Dills										
Disinfecting powder										
Drain pipes										
Earth nuts	1*s.* 8*d.*	2 Tons.	5 Miles.	3*d.*	—	1*s.* 6*d.*	Yes.	Not done.	—	—
Emery stone										
Farina										
Felloes, naves, and spokes										
Fire-clay chimney cans, *at owner's risk*										
Fire-clay vent linings, *at owner's risk*										
Fire-clay ware, *not otherwise specified, at owner's risk.*										
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*										
Flints										
Flint, ground, *packed, in truck loads of 3 tons and upwards.*										
Flooring boards										
Flour										
Founders' dust, *packed*										
Fullers' earth										
Fustic										
Gas and coal tar, and creosote, *in owner's trucks.*										
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*										
Gas water										
Glue pieces, *wet*										
Grains, *brewers' and distillers'*										
Grain, flour, &c. (*See separate entries*)										
Grindstones, *at owner's risk*										
Guano										
Gurdgeons										
Gypsum										
Hominy										
Hoopwood, *rough, in bundles*										
Ice, *in 4 ton lots (weight taken at starting point).*		4 Tons.								
Indian corn										
Boiler plates, bars, and other undamageable iron.										
Forgings, *in the rough, not otherwise specified.*										
Iron retorts										
Scrap iron		2 Tons.								
Iron spikes										
Lead ore										
Lathwood										
Lead, *pig*										
Leather shavings, *for manure*										
Mahogany										
Malt and meal										
Malt culms, *actual weight*										

Furness Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Manganese Manures, *packed* Manure, *shoddy* Millet Muriate of potash Nitrate of soda Oats Ochre Oil cake Oil cake, *ground* Paddy or rice, *in the husk* Points and crossings, *railway* Patent fuel Peas, *dried* Pelts, *wet* Pipe clay Plaster Pollard Posts and rails, *for fencing* Postwood, *machine weight* Pozzolano Propwood, *machine weight* Sleepers, *railway, machine weight* Rice flour and meal Ropes, *old, including wire ropes* Rye Sago flour Salt, *in bags* Salt, *manufactured* Salt cake Sanitary tubes Sash weights Satin white Sawdust Seeds, flax Seeds, linseed Seeds, rape Seeds, *for crushing for oil* Sharps Shelling Soda Soda ash Soot Spelter Spetches, *wet* Staves Steel plates, *for shipbuilding* Stone, *roughly wrought up, as troughs, sinks, &c.* Tares Tiles, *roofing, ridge, paving (quarries), at owner's risk.* Timber, *logs or baulks, by measurement* Tyres. (*See axles and wheels*) Umber Vegetables, 3 tons and above— *Including cabbages, green peas, new potatoes, water cress, and all others, except as under.* Vegetables *in packages, in 2 ton lots*— *Including carrots, mangel wurzel, onions, old potatoes, and turnips.* Vetches Wheat Wheels, *railway.* (*See axles*) Whiting	1*s.* 8*d.*	2 Tons. / 3 Tons. / 2 Tons.	5 Miles.	3*d.*	—	1*s.* 6*d.*	Yes.	Not done.	—	—

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — Company's risk except where otherwise specified opposite the name of article.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — Not put into warehouse unless requested by consignee.

9. What charge for warehousing is made after the period has expired? — Flour, meal, corn or grain, linseed and rape seed, 1*d.* per bag, sack, or barrel for first week; after that time one-third of a penny per week. Other goods in this return 9*d.* per ton per week.

10. What charge do you make for demurrage of waggons? — 3*s.* per day.

Furness Railway.—Inquiry No. 2.—*continued.*

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Carnforth is a goods station.
13. If not, state the exceptions, and give an instance of each class of exception.	Foxfield is not a goods station.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	Carried in Company's waggons except when otherwise specified opposite name of article.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs.; or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification. Appendix C.P. Boilers, Bone and Horn Waste, Earthenware *loose*, and Iron Masts, *Ships*, station to station. If more than one waggon is occupied by Boilers, the minimum charge is as for two tons per waggon and 1*s.* 6*d.* portage.	Ninepence.	20 miles, 9*d.*; 25 miles, 1*s.*; 35 miles, 1*s.* 3*d.*; 50 miles, 1*s.* 6*d.*	Two shillings and one penny.	Six miles.	2½*d.* to 4*d.*, according to distance.	Two shillings.	Yes.	Two shillings.	No.	No.	No.

Furness Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification, Appendix CP. Boilers and Hay, Station to Station. If more than one waggon is occupied by Boilers, the Minimum Charge is as for 2 tons per waggon.	Ninepence.	20 miles, 9*d.*; 25 miles, 1*s.*; 35 miles, 1*s.* 3*d.*; 50 miles, 1*s.* 6*d.*	Two shillings and sixpence.	Six miles.	3¾*d.* to 5*d.*, according to distance.	Two shillings.	Yes.	Two shillings.	No.	No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole o the articles included in the Third Class of the Clearing House Classification, Appendix CP. Boilers, station to station, and if more than one waggon is occupied the minimum rate is as for two tons per waggon.	Ninepence.	20 miles, 9*d.*; 25 miles, 1*s.*; 35 miles, 1*s.* 3*d.*; 50 miles, 1*s.* 6*d.*	Three shillings and fourpence.	Six miles.	4*d.* to 6*d.*, according to distance.	Two shillings.	Yes.	Two shillings.	No.	No.	No.

Furness Railway—Inquiry No. 3.—*continued.*

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fourth Class of the Clearing House Classification. Appendix CP. Conservatories and Hothouses, in parts, minimum charge one ton per truck.	Ninepence.	20 miles, 9*d.*; 25 miles, 1*s.*; 35 miles, 1*s.* 3*d.*; 50 miles, 1*s.* 6*d.*	Five shillings and sixpence.	Seven miles.	5½*d.* to 9*d.*, according to distance.	Two shillings.	Yes.	Two shillings.	No.	No.	No.

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fifth Class of the Clearing House Classification. Appendix CP.	Ninepence.	20 miles, 9*d.*; 25 miles, 1*s.*; 35 miles, 1*s.* 3*d.*; 50 miles, 1*s.* 6*d.*	Eight shillings and fourpence.	Seven miles.	8½*d.* to 1*s.* 2*d.*, according to distance.	Two shillings.	Yes.	Two shillings.	No.	No.	No.

Furness Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles, *owner's risk.*	No less charge than as for 2 tons.		10*s.*	30 miles	4*d.* to 50 miles.	2*s.*	Yes.	Station to station.			No.
Basket carriage bodies and Bath chairs, *at Company's risk.*	11*d.*	s. d. 20 miles, 0 11 25 „ 1 3 35 „ 1 6 50 „ 1 10	10*s.*	7 miles	10½*d.* to 1*s.* 5*d.*, according to distance.	2*s.*	Yes.	2*s.*	No.	No.	No.
Caravans, *showmen's and others.*	6*d.* per mile for the first ton, and at the rate of 2*d.* per ton per mile for the weight above one ton. Minimum charge as for 20 miles.										
Carriage bodies, *finished, in cases.*	No less charge than as for 5 cwt.		16*s.* 8*d.*	7 miles	1*s.* 5*d.* to 2*s.* 4*d.* according to distance.	2*s.*	Yes.	2*s.*	No.	No.	No.
Railway carriages, on their own wheels.	6*d.* per carriage per mile. Minimum charge, 20*s.*										
Boilers of unusual dimensions.	Carried by special agreement, according to circumstances.								Station to station.		
Contractor's waggons and materials (*excepting rails and chairs*).	—	—	5*s.*	20 miles	3*d.*	2*s.*	Yes.	Do.			No.
Furniture, *in mats or loose.*	11*d.*	s. d. 20 miles, 0 11 25 „ 1 3 35 „ 1 6 50 „ 1 10	10*s.*	7 miles	10½*d.* to 1*s.* 5*d.*, according to distance.	2*s.*	Yes.	2*s.*	No.	No.	No.
Furniture, *in vans, carts, or frames.*	9*d.*	s. d. 20 miles, 0 9 25 „ 1 0 35 „ 1 3 50 „ 1 6	8*s.* 4*d.*	7 miles	8½*d.* to 1*s.* 2*d.*, according to distance.	2*s.*	Yes.	2*s.*	No.	No	No.
Forgings or castings, above 6 tons.	Carried by special agreement, according to circumstances.								Station to station.		No.
Gunpowder, *owner's risk.*	No less charge than as for 1 ton.		8*s.* 4*d.*	7 miles	8½*d.* to 1*s.* 2*d.*, according to distance.	2*s.*	Yes.	Do.			No.
Lucifer matches, and other inflammable articles, *owner's risk.*	No less charge than as for 1 ton.		3*s.* 4*d.*	6 miles	4*d.* to 6*d.*, according to distance.	2*s.*	Yes.	2*s.*	No.	No.	No.
Locomotive engines and tenders, on their own wheels.	—	—	5*s.*	30 miles	2*d.*	2*s.*	Yes.	Station to station.			No.
Petroleum and photogenic oil, *owner's risk.*	No less charge than as for 2 tons.		2*s.* 6*d.*	6 miles	3½*d.* to 5*d.*, according to distance.	2*s.*	Yes.	Do.			No.
Railway waggons -	Under 3 tons weight 3*d.* per waggon per mile. Above 3 „ 4*d.* „ „					No less charge than 5*s.*		Do.			No.
Statuary - - -	Carried by special agreement, according to circumstances.										
Returned empty packages.	3*d.* per cwt. No less charge than 3*d.* for any consignment.										
Small parcels - -		28 lbs. s. d. 20 miles 0 6 25 „ 0 6 35 „ 0 9 50 „ 1 0	56 lbs. s. d. 0 6 0 9 1 0 1 3	112 lbs. s. d. 0 9 1 0 1 3 1 6							

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — Within a reasonable time.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Loaded and unloaded by company except station to station traffic, for unloading which 24 hours are allowed.

Furness Railway.—Inquiry No. 6.—*continued.*

8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Twenty-four hours.
9. What charge for warehousing is made after the period has expired?	1*s.* 3*d.* to 2*s.* 6*d.* per ton per week, according to description, bulk, &c.
10. What charge do you make for demurrage of waggons?	Three shillings per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Camforth is a goods station.
13. If not, state the exceptions, and give an instance of each class of exception.	Foxfield is not a goods station.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*		*d.*	
Average fares charged per mile.	No Express Trains Run.						2¼	3½	2	2¾	1½	—	1	—
Highest - -							2½	3¾	2	3	1½	—	1	—
Lowest - -							2½	3¼	2	2½	1½	—	1	—
Maximum fares allowed by Act of Parliament - -							3	—	2	—	1¼	—	1	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Whitehaven and Furness Junction Section.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Furness section.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

To Whitehaven at single third class fares.
To Ulverstone at double Parliamentary fares.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - -	No express trains run.
„ „ ordinary passenger trains including stoppages - - -	20 miles per hour.
„ „ parliamentary trains „ „ - - -	

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

Excursions are run about once a week to neighbouring towns. Fares, about 1*d.* per mile 1st class, and ½*d.* third class for both journeys. Number of passengers, from 100 to 1,000. Average speed of trains, about 20 miles per hour.

Furness Railway.—Inquiry No. 5.—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Rates for the Carriage of Parcels by Passenger Trains, between Stations where arrangements are made for Through Booking. Parcels (to ensure their being forwarded,) must be delivered at the Stations ten minutes before the departure of the trains.

Distances.	1 lb.	2 lbs.	3 lbs.	3 lbs. to 7 lbs.	7 and not exceeding	* Heavy parcels and ordinary Excess Luggage.		Returned empty packages, if conveyed by passenger trains when full. Charges to be prepaid.
	s. d.	*s. d.*	*s. d.*	*s. d.*	lbs. *s. d.*			
1 to 10 miles between Furness Stations only.	0 3	0 3	0 3	0 6	24 0 6			
1 to 30 miles - - -	0 6	0 6	0 6	0 6	24 0 6	Up to 24 lbs. 6*d.*; above 24 lbs. ¼*d.* per lb. additional		4*d.* per package.
31 „ 50 „ - - -	0 6	0 6	0 6	0 8	16 0 8	above 16 lbs. ½*d.* per lb.		
51 „ 100 „ - - -	0 6	0 6	0 8	0 10	16 1 0	„ 16 „ ¾*d.* „		6*d.* „
101 „ 150 „ - - -	0 6	0 9	1 0	1 3	15 1 3	„ 15 „ 1*d.* „		
151 „ 200 „ - - -	0 8	1 0	1 3	1 6	14 1 6	„ 14 „ 1¼*d.* „		9*d.* „
201 „ 250 „ - - -	0 9	1 0	1 6	1 9	16 2 0	„ 16 „ 1½*d.* „		
251 „ 300 „ - - -	0 9	1 0	1 6	1 9	16 2 4	„ 16 „ 1¾*d.* „		
301 „ 400 „ - - -	0 9	1 0	1 6	2 0	15 2 6	„ 15 „ 2*d.* „		1*s.* „
401 „ 550 „ - - -	1 0	1 3	1 9	2 6	18 3 0	„ 18 „ 2*d.* „		
551 and upwards - - -	1 0	1 3	1 9	2 6	16 3 0	„ 16 „ 2¼*d.* „		

* Commercial Travellers and Merchant-Seamen's Excess Luggage to be charged one-half these rates if paid for at the commencement of the Journey. Per goods trains, 9*d.* to 1*s.* 6*d.*, according to distance.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding 40*l.* each in value - -	0 10	12 6
„ „ 2 „ „ „ - -	0 7	8 9
„ „ 1 „ „ „ - -	0 4	5 0
Two-wheeled carriages - - - - - - -	0 6	5 0
Four-wheeled „ - - - - - - -	0 8	7 0
Dogs - - - - - - - - - -	0 0¼	0 3

What is the rate of insurance on horses exceeding the above-mentioned values?

Two-and-a-half per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Horses and Carriages uniform.

Dogs—Under 10 miles, 3*d.* each; 10 miles to 20 miles, 6*d.*; 21 miles to 40 miles 1*s.*; 41 miles to 80 miles, 1*s.* 6*d.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.		*s. d.*		*s. d.*		*s. d.*				
Fat cattle - -	Optional to senders.	0 6		5 0	3	0 4		3 6	Furness Company have no double sheep vans.			
Lean cattle - -		0 5			5							
Sheep - -		0 5			15							
Lambs - -		0 5			15							
Bacon pigs - -		0 6			9							
Pork pigs - -		0 6			12							
Horses in cattle trucks		1½*d.* for each Horse.	6*d.*		—							

Furness Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Uniform.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Uniform.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Ordinary rates charged to the Shows. Returned "free" if remaining the property of the exhibitors.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
		s. *d.*	
Single passenger fares, 1st class - - - -	—	0 2½	
„ „ 2nd class - - - -	—	0 2	
„ „ 3rd class - - - -	—	0 1	
Horses by passenger trains - - - - each	—	0 4	
Four-wheeled carriages - - - - „	—	0 8	
Parcels - - - - - - -	According to weight.		
Oxen - - - - - - per head	Charged per waggon.		
Sheep - - - - - - „			
Fish - - - - - - - per ton	According to description.		
Coal - - - - - - - „	—	0 1	
Bricks - - - - - - - „	—	0 1	
Manure - - - - - - - „	—	0 1	
Iron ore - - - - - - - „	—	0 1	
Bar iron - - - - - - - „	—	0 2½	
Iron castings - - - - - - - „	—	0 2½	
Stone - - - - - - - - „	—	0 1	
Lime - - - - - - - - „	—	0 1	
Salt - - - - - - - - „	—	0 1	
Grain - - - - - - - - „	—	0 2	
Flour - - - - - - - - „	—	0 2	
Timber - - - - - - - - „	—	0 2	
Hay - - - - - - - - „	—	0 2	
Potatoes - - - - - - - - „	—	0 2	
Mangold wurzel - - - - - - „	—	0 2	
Goods generally, of the kind now included by the Clearing House under the 1st class	—	0 2½	
„ „ „ 2nd „	—	0 3½	
„ „ „ 3rd „	—	0 4	
„ „ „ 4th „	—	0 5½	
„ „ „ 5th „	—	0 8½	

BLYTH AND TYNE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

	Miles.	Chains.
Newcastle to Tynemouth	11	40
Backworth to Morpeth	13	78
Bedlington to North Seaton	1	78
Newsham to Blyth	1	54
Hartley to Whitley	3	20
Percy Main to Backworth Junction	3	22
	35	52

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*	4 tons	3 miles	$\frac{8}{10}$*d.*	—	9*d.*	Yes	1*s.*	Yes.
Cannel									
Chromate ores									
Cinders									
Clay									
Coal									
Coke									
Compost									
Coprolites, *for manure*									
Culm									
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 6*d.*	Do.	Do.	$1\frac{3}{4}$*d.*	—	Do.	Do.	Do.	Do.
Dross									
Fire bricks and clay									
Flagstones									
Granite, *undressed*									
Gravel									
Iron ore									
Iron, *pig*									
Iron stone									
Lime and limestone	2*s.* 6*d.* chal.	1 chaldron	Do.	$2\frac{3}{4}$*d.* per chaldron	—	2*s.* 3*d.*	Do.	5*s.* per chal.	Do.
Manure, *in bulk*	1*s.*	3 tons	$8\frac{1}{2}$ miles	$\frac{20}{21}$*d.*	—	9*d.*	Do.	1*s.* 6*d.*	Do.
Materials for road repairs.	1*s.* 6*d.*	4 tons	3 miles	$1\frac{1}{2}$*d.*	—	Do.	Do.	1*s.*	Do.
Peat									
Potter's earth									
Pyrites									
Salt, *rock, and unmanufactured.*	1*s.* 6*d.*	Do.	Do.	$1\frac{1}{2}$*d.*	—	Do.	Do.	Do.	Do.
Salt, *in bulk*, including manufactured salt, when so carried.									
Sand									
Scoriæ									
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.* 6*d.*	Do.	Do.	$1\frac{1}{2}$*d.*	—	Do.	Do.	Do.	Do.
Sulphur ore									
Tiles									
Turf									
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — We undertake to carry from station to station within specified time.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

Blyth and Tyne Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is you Scale of Charges, according to Distance, for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*	4 tons	8 miles	$\frac{5}{10}$*d.*	—	9*d.*	Yes.
Cannel	1*s.* 6*d.*	Do.	Do.	1$\frac{1}{2}$*d.*	—	9*d.*	Do.
Chromate ores							
Cinders							
Clay							
Coal	1·075*d.*		All distances	We have no such distances; our average lead is 13 miles.		1·5*d.*	No.
Coke	1*s.* 6*d.*	4 tons	3 miles	1$\frac{1}{2}$*d.*	—	9*d.*	Yes.
Compost							
Coprolites, *for manure*							
Culm							
Draining pipes and tiles (*com. for agricultural draining*).							
Dross							
Fire bricks and clay							
Flagstones							
Granite, *undressed*							
Gravel							
Iron ore							
Iron, *pig*							
Iron stone							
Lime and limestone	2*s.* 6*d.*	1 chaldron	Do.	2$\frac{3}{4}$*d.* chaldron	—	2*s.* 3*d.* per chaldron.	Do.
Manure, *in bulk*	1*s.*	3 tons	8$\frac{1}{2}$ miles	$\frac{8}{10}$*d.* per ton	—	9*d.* per ton.	Do.
Materials for road repairs.	1*s.* 6*d.*	4 tons	3 miles	$\frac{8}{10}$*d.*	—	9*d.*	Do.
Peat	1*s.* 6*d.*	Do.	Do.	1$\frac{1}{2}$*d.*	—	9*d.*	Do.
Potter's earth							
Pyrites							
Salt, *rock, and unmanufactured.*							
Salt, *in bulk*, including manufactured salt, when so carried.							
Sand							
Scoriæ	1*s.* 6*d.*	Do.	Do.	1$\frac{1}{2}$*d.*	—	9*d.*	Do.
Slag							
Slates, *common*	1*s.* 6*d.*	Do.	Do.	1$\frac{1}{2}$*d.*	—	9*d.*	Do.
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

10*d.* Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? Yes.

15. And to return the empty waggons within a specified time? Yes.

And if so, in what time? 48 hours.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? Yes.

FOR THROUCH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes.

18. Are junctions considered as stations for this class of traffic? Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? Foreign goods to and from this line are always invoiced through.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— Yes. "It is the custom of the company to make a reduction of from 25 to 50 per cent. in the ordinary rates for contract goods according to quantity carried, but we have no regular scale of charges."

a. Is the charge based on a minimum annual payment, or on the quantity carried? Quantity carried.

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? Yes.

Blyth and Tyne Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	No express fares on this railway						2*d.*	3*d.*	1½*d.*	2¼*d.*	1*d.*	1½*d.*	1*d.*	1½*d.*
Highest - - -							2*d.*	3*d.*	1½*d.*	2¼*d.*	1*d.*	1½*d.*	1*d.*	1½*d.*
Lowest - - -							1*d.*	1½*d.*	¾*d.*	1⅛*d.*	½*d.*	¾*d.*	½*d.*	¾*d.*
Maximum fares allowed by Act of Parliament.							2*d.*	—	1½*d.*	—	1*d.*	—	1*d.*	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	Distances.		Fares.		
	Miles.	Chains.	1st Class.	2nd Class.	3rd Class.
			s. d.	*s. d.*	*s. d.*
Newcastle and North Seaton -	17	48	2 9	2 0	1 5½

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	Distance.		Fares.		
	Miles.	Chains.	1st Class.	2nd Class.	3rd Class.
			s. d.	*s. d.*	*s. d.*
Newcastle and Tynemouth -	11	40	1 0	0 9	0 6

Are market tickets issued? If so, between what places, and at what proportion of the single fares?
Market tickets are issued from all stations to Newcastle at an ordinary fare and a half.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - —
„ „ ordinary passenger trains - - - - - } 20 miles per hour.
„ „ parliamentary - - - - - - - }

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

	Fares per Mile.		Average No. of Passengers each Train.		Average No. of Trains every Year.	Speed per Hour.
	1st Class.	3rd Class.	1st Class.	3rd Class.		
	d.	*d.*				Miles.
From Newcastle to Morpeth and back -	½	⅜	20	300	30	20
„ „ Hepscott „ -	½	⅜	20	300	8	20
„ all stations to Newcastle „ -	1	½	30	350	20	20

We have numerous small excursions during the season,—parochial choirs, Wesleyan schools, &c. &c. They invariably travel by the ordinary trains, and the rates charged are ½*d.* per mile for adults, and half that fare for children under 12 years old.

Blyth and Tyne Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Rates for the conveyance of parcels, &c. in passenger trains:—

Distances.	Not exceeding 2 lbs.	Not exceeding 7 lbs.	Not exceeding 14 lbs.	Not exceeding 21 lbs.	Not exceeding 28 lbs.	For every additional lb.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*
1 to 10 miles - -	4	4	4	5	6	¼
10 to 15 „ - -	4	5	6	7	8	¼
15 to 20 „ - -	4	5	6	7	8	¼
20 to 25 „ - -	4	5	7	9	10	¼

Newspapers.—The rates for the conveyance of parcels of newspapers is as follows:—Not exceeding 2 lbs., 2*d.*; 7 lbs, 3*d.*; 14 lbs., 4*d.*; 24 lbs., 6*d.*; 48 lbs., 9*d.* Every additional lb., ¼*d.*

Milk.—Is carried in passenger trains at the rate of 1*d.* per gallon irrespective of distance.

Poultry.—When carried in passenger trains in lots of 1 cwt. and upwards, up to 50 miles, alive, 1*s.*, 6*d.* per cwt.; dead, 1*s.* per cwt.

Parcels, &c.—When sent by goods trains are charged as follows:—Under 56 lbs., 6*d.*; under 112 lbs., 8*d.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	*s.* *d.*
Horse boxes containing 3 horses, not exceeding £ each in value -	0 10	10 0
„ „ 2 „ „ „ „ -	0 7½	6 8
„ „ 1 „ „ „ „ -	0 4	3 4
Two-wheeled carriages - - - - - -	0 5	3 4
Four-wheeled „ - - - - - -	0 5	3 4
Dogs - - - - - - - -	0 0½	0 6

What is the rate of insurance on horses exceeding the above-mentioned values?

We do not effect insurances on horses on this railway.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Rates for the conveyance of horses, carriages, and dogs between stations on the Blyth and Tyne Railway:—

Miles.	Horses.			Carriages each.	Dogs, each.	Miles.	Horses.			Carriages each.	Dogs, each.
	1.	2.	3.				1.	2.	3.		
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*		*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1—6	3 4	6 8	10 0	3 4	0 6	17	5 0	9 6	14 6	7 6	1 0
7	3 9	7 6	10 0	3 9	0 6	18	5 0	10 0	15 0	7 6	1 0
8	4 2	7 6	10 0	4 2	0 6	19	5 6	10 6	16 0	7 6	1 0
9	4 7	7 6	10 0	4 6	0 6	20	5 6	11 0	16 6	7 6	1 0
10	5 0	7 6	10 0	5 0	0 6	21	6 0	11 6	17 6	7 6	1 0
11	5 0	7 6	10 0	5 6	0 9	22	6 0	12 0	18 0	8 0	1 0
12	5 0	7 6	10 0	5 10	0 9	23	6 6	12 6	19 9	8 6	1 0
13	5 0	7 6	10 0	6 3	0 9	24	6 6	13 0	19 6	8 6	1 0
14	5 0	8 0	12 0	6 8	0 9	25	7 0	13 6	20 6	9 0	1 0
15	5 0	8 6	13 0	7 0	0 9	26	7 0	14 0	21 0	9 6	1 0
16	5 0	9 0	13 6	7 6	1 0	27	7 6	14 6	22 0	9 6	1 0

Blyth and Tyne Railway—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.* *d.*		*d.*	*d.*	*s.*				
Fat cattle	6	8	5	6 0	3	$5\frac{1}{4}$	$3\frac{1}{4}$	4	Double sheep vans are not used on this railway.			
Lean cattle	10	6	4	4 6	5	4	$2\frac{1}{2}$	3				
Sheep	30	6	4	4 6	15	4	$2\frac{1}{2}$	3				
Lambs	30	6	4	4 6	15	4	$2\frac{1}{2}$	3				
Bacon pigs	18	8	5	6 0	9	$5\frac{1}{4}$	$3\frac{1}{4}$	4				
Pork pigs	12	8	5	6 0	6	$5\frac{1}{4}$	$3\frac{1}{4}$	4				
Horses in cattle trucks	6	9	6	3 0	No half trucks.							

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

—	Distance.		Fat Cattle, Pigs, and Calves, per Truck.	Lean Cattle and Sheep, per Truck.
	Miles.	Chains.		
			s. *d.*	*s.* *d.*
Blyth and Bedlington	4	35	6 0	4 6

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

—	Distance.		Fat Cattle, Pigs, and Calves, per Truck.	Lean Cattle and Sheep, per Truck.
	Miles.	Chains.		
			s. *d.*	*s.* *d.*
Newcastle and North Seaton	17	48	7 8	6 2

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Stock and implements being conveyed to the show are charged the ordinary rates. From the show, *if unsold,* to be conveyed free back to the station whence they were sent. From the show, *if sold,* full rates.

BELFAST AND COUNTY DOWN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Main Line, Belfast to Downpatrick	26¾ miles.
Ballynahinch Branch Junction to Ballynahinch	3½ ,,
Donaghadee Branch, Comber to Donaghadee	14 ,,
Holywood Branch, Belfast to Holywood	4½ ,,
	48¾

GENERAL REMARKS.

The distances over which goods traffic is carried on this line are so short, and the line itself is so circuitous that our goods rates have not been calculated at any uniform rate per mile, but have been struck to meet the competition by road. The rates quoted per mile will therefore not work out exactly correct for all our stations, an average mileage rate having been deduced as nearly as practicable from the arbitrary rates charged to the different stations.

Goods are frequently conveyed at rates less than those quoted by special agreement. We have generally to make a bargain for large consignments, we frequently take coarse traffic, such as the articles named in this list, for a minimum charge of 5*s.* per five ton waggon for distances under 10 miles, and 10*s.* per waggon for 27 miles, and intermediate distances in proportion; but always in such cases with an understanding as to the quick discharge of our waggons.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 27 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 3*d.*	5 tons	10 miles	1½*d.*	Our distances do not exceed 30 miles.	No charge made.	Yes.	We would not load or discharge a larger quantity than a portion of a waggon load. Smaller quantities than waggon loads (5 tons) when loaded by the company are charged at the rate of goods of the next higher class, which as well as I can average our rates would be a fourth more than the rates quoted.	Yes.
Cannel	Do.	Do.	Do.	Do.					
Chromate ores	Not carried.								
Cinders	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Clay	Do.	Do.	Do.	Do.					
Coal	Do.	Do.	Do.	Do.					
Coke	Do.	Do.	Do.	Do.					
Compost	Do.	Do.	Do.	Do.					
Coprolites, *for manure*	Not carried.								
Culm	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Draining pipes and tiles (*com. for agricultural draining*).	Do.	Do.	Do.	Do.					
Dross	Not carried.								
Fire bricks and clay	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Flagstones	Do.	Do.	Do.	Do.					
Granite, *undressed*	Do.	Do.	Do.	Do.					
Gravel	Do.	Do.	Do.	Do.					
Iron ore	Not carried.								
Iron, *pig*	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Iron stone	Not carried.								
Lime and limestone	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Manure, *in bulk*	Do.	Do.	Do.	Do.					
Materials for road repairs.	Do.	Do.	Do.	Do.					
Peat	Not carried.								
Potters' earth	Do.								
Pyrites	Do.								
Salt, *rock, and unmanufactured.*	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Salt, *in bulk*, including manufactured salt, when so carried.	Do.	Do.	Do.	Do.					
Sand	Do.	Do.	Do.	Do.					
Scoriæ	Not carried.								
Slag	Do.								
Slates, *common*	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.	Do.					
Sulphur ore	Not carried.								
Tiles	1*s.* 3*d.*	5 tons	10 miles	1½*d.*					
Turf	Not carried.								
Zinc ore	Do.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

See under head of general remarks above.

4. If not, state the nature of the exceptions.

Do.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

Do.

6. If not, state in what respects you depart from this condition.

Conveyed at owners' risk if in 5 ton lots loaded and unloaded by themselves.

Small quantities under 5 tons which are charged for at the higher rate are conveyed at the risk of the company.

7. Do you undertake to deliver this class of traffic within a specified time?

Yes; within 24 hours, unless we guard ourselves against liability for delay in the receipts given for the goods.

8. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours nominally is the time allowed, but we cannot enforce demurrage. The unreasonable detention of our waggons is one of the chief difficulties which we have to contend with.

9. What charge do you make for demurrage of waggons?

Belfast and County Down Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Nothing done in owner's waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?
18. Are junctions considered as stations for this class of traffic?
19. If not, state the exceptions?
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Our traffic is all local.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

We have no contracts for goods traffic.

22. Have you any special contracts independent of the foregoing scale of charges or conditions?

Answered under general remarks above.

INQUIRY No. 2.—Questions in regard to Railway Charges.

General Remarks.

This line being exposed to competition by road over its whole length, special bargains have frequently to be made for heavy consignments at rates much below those quoted.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?*	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
		Minimum charge.	Miles.							
Alabaster	1*s.* 9*d.*	6 tons	8	2*d.*						
Alkali	Do.	Do.	8	Do.						
Alum and alum cake	Do.	Do.	8	Do.						
Anchors	Do.	Do.	8	Do.						
Asphaltum	Do.	Do.	8	Do.						
Asphalte apparatus *when sent with asphalte.*	4*s.* 6*d.*	Do.	8	3*d.*						
Axles, wheels, and tyres, *railway.*	1*s.* 9*d.*	Do.	8	2*d.*						
Axles, *Bessemer made*	Do.	Do.	8	Do.						
Axles, wheels, and tyres, *steel, at owners' risk.*	Do.	Do.	8	Do.						
Baggage, *military*	3*s.* 0*d.*	Do.	8	2½*d.*						
Bar wood	Do.	Do.	8	Do.						
Bark (tanners') *packed*	Do.	Do.	8	Do.						
Barley	1*s.* 9*d.*	Do.	8	2*d.*						
Barytes	3*s.* 0*d.*	Do.	8	2½*d.*						
Baywood	Do.	Do.	8	Do.						
Beans	1*s.* 9*d.*	Do.	8	Do.						
Bessemer made shot	Do.	Do.	8	2*d.*						
Bessemer made armour plates.	Do.	Do.	8	Do.	Length of line 27 miles.	Nil.	Yes.	Nil.	No.	No.
Bessemer made rails	Do.	Do.	8	Do.						
Bessemer made ingots	Do.	Do.	8	Do.						
Bessemer made rough forgings.	Do.	Do.	8	Do.						
Bleaching powder	3*s.* 0*d.*	Do.	8	2½*d.*						
Blocks, *rough cast steel horn.*	1*s.* 9*d.*	Do.	8	2*d.*						
Bone ash	Do.	Do.	8	Do.						
Bone and horn waste, *in truck loads.*	1*s.* 3*d.*	5 tons	8	1½*d.*						
Bones, *calcined*	Do.	Do.	8	Do.						
Bones, *common, for size or manure.*	Do.	Do.	8	Do.						
Borings, *iron*	Do.	Do.	8	Do.						
Bran	1*s.* 9*d.*	6 tons	8	2*d.*						
Brimstone	3*s.* 0*d.*	Do.	8	2½*d.*						
Builders' implements, *ladders, planks, scaffold poles, &c.* [short].	1*s.* 9*d.*	Do.	8	2*d.*						
Do. do. if long		Special.								

* Any quantity which at tonnage rates would not produce the minimum charge.

Belfast and County Down Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
		Minimum charge.	Miles.							
Burr stones	1*s.* 9*d.*	6 tons	8	2*d.*						
Cannon balls	Do.	Do.	8	Do.						
Cement	Do.	Do.	8	Do.						
Cement stone	Do.	Do.	8	Do.						
Chains, *large, loose*	Do.	Do.	8	Do.						
Chalk	1*s.* 3*d.*	5 tons	8	1½*d.*						
Charcoal, *packed*	1*s.* 9*d.*	6 tons	8	2*d.*						
Charcoal, *animal*	Do.	Do.	8	Do.						
Charubs or locusts, *actual weight.*	3*s.* 0*d.*	Do.	8	2½*d.*						
Chimney pots, *earthenware, at owners' risk.*	Do.	Do.	8	Do.						
China clay	1*s.* 9*d.*	Do.	8	2*d.*						
Clay retorts, *at owners' risk.*	3*s.* 0*d.*	Do.	8	2½*d.*						
Clog blocks, *rough*	Do.	Do.	8	Do.						
Coal dust, *in bags and casks.*	1*s.* 9*d.*	Do.	8	2*d.*						
Coal tar and creosote, *in owner's trucks.*		Not carried.								
Cocoa nut refuse, *for manure.*	1*s.* 3*d.*	5 tons	8	1½*d.*						
Copperas	1*s.* 9*d.*	6 tons	8	2*d.*						
Copper ore	Do.	Do.	8	Do.						
Cordwood, *machine weight.*	Do.	Do.	8	Do.						
Cullet, *in casks*	Do.	Do.	8	Do.						
Dari	Do.	Do.	8	Do.						
Deals, 2½ *tons per standard* [under 13 feet].	Do.	Do.	8	Do.						
Dills		Not carried.								
Disinfecting powder	3*s.* 0*d.*	6 tons	8	2½*d.*						
Drain pipes	1*s.* 3*d.*	5 tons	8	1½*d.*						
Earth nuts		Not carried.								
Emery stone	3*s.* 0*d.*	5 tons	8	2½*d.*						
Farina	Do.	Do.	8	Do.						
Felloes, naves, and spokes	1*s.* 9*d.*	Do.	8	2*d.*						
Fire-clay chimney cans, *at Company's risk.*	3*s.* 0*d.*	Do.	8	2½*d.*						
Fire-clay vent linings, *at Company's risk.*	Do.	Do.	8	Do.						
Fire-clay ware, *not otherwise specified, at Company's risk.*	Do.	Do.	8	Do.						
Firewood, prepared, and fire-lighters, *in truck loads of 8 tons and upwards.*		Not carried in truck loads.								
Flints	1*s.* 3*d.*	5 tons	8	1½*d.*						
Flint, ground, *packed, in truck loads of 8 tons and upwards.*		Not carried.								
Flooring boards [under 13 feet].	1*s.* 9*d.*	6 tons	8	2*d.*						
Flour	Do.	Do.	8	Do.						
Founders' dust, *packed*	Do.	Do.	8	Do.	Length of line 27 miles.	Nil.	Yes.	Nil.	No.	No.
Fullers' earth	Do.	Do.	8	Do.						
Fustic	3*s.* 0*d.*	Do.	8	2½*d.*						
Gas and coal tar, and creosote, *in owners' trucks.*	1*s.* 9*d.*	Do.	8	2*d.*						
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	Do.	Do.	8	Do.						
Gas water	Do.	Do.	8	Do.						
Glue pieces, *wet*	3*s.* 0*d.*	Do.	8	2½*d.*						
Grains, *brewers' and distillers'.*	1*s.* 9*d.*	Do.	8	2*d.*						
Grain, flour, &c. (*See separate entries.*)	Do.	Do.	8	Do.						
Grindstones, *at owners' risk.*	3*s.* 0*d.*	Do.	8	2½*d.*						
Guano	Do.	Do.	8	Do.						
Gurdgeons	1*s.* 9*d.*	Do.	8	2*d.*						
Gypsum	1*s.* 3*d.*	5 tons	8	1½*d.*						
Hominy		Not carried.								
Hoopwood, *rough, in bundles.*	3*s.* 0*d.*	6 tons	8	2½*d.*						
Ice, *in 4 ton lots (weight taken at starting point).*	4*s.* 6*d.*	Do.	8	3*d.*						
Indian corn	1*s.* 9*d.*	Do.	8	2*d.*						
Boiler plates, bars, and other undamageable iron.	Do.	Do.	8	Do.						
Forgings, *in the rough, not otherwise specified.*	Do.	Do.	8	Do.						
Iron retorts	Do.	Do.	8	Do.						
Scrap iron	1*s.* 3*d.*	5 tons	8	1½*d.*						
Iron spikes	1*s.* 9*d.*	6 tons	8	2*d.*						
Lead ore	Do.	Do.	8	Do.						
Lathwood	3*s.* 0*d.*	Do.	8	2½*d.*						
Lead, *pig*	Do.	Do.	8	Do.						
Leather shavings, *for manure.*	1*s.* 9*d.*	Do.	8	2*d.*						
Mahogany	3*s.* 0*d.*	Do.	8	2½*d.*						
Malt and meal	1*s.* 9*d.*	Do.	8	2*d.*						
Malt culms, *actual weight*		Not carried.								
Manganese	3*s.* 0*d.*	6 tons	8	2½*d.*						
Manures, *packed*	1*s.* 9*d.*	Do.	8	2*d.*						
Manure, *shoddy*		Not carried.								
Millet	1*s.* 9*d.*	6 tons	8	2*d.*						
Muriate of potash	Do.	Do.	8	Do.						
Nitrate of soda	Do.	Do.	8	Do.						
Oats	Do.	Do.	8	Do.						
Ochre	Do.	Do.	8	Do.						
Oil cake	Do.	Do.	8	Do.						
Oil cake, *ground*	Do.	Do.	8	Do.						
Paddy or rice, *in the husk*	Do.	Do.	8	Do.						
Pearls and crossings, *railway.*	Do.	Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton, for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
		Minimum charge.	Miles.							
Patent fuel	1*s.* 3*d.*	5 tons	8	1½*d.*						
Peas, *dried*	1*s.* 9*d.*	6 tons	8	2*d.*						
Pelts, *wet*	3*s.* 0*d.*	Do.	8	2½*d.*						
Pipe clay	1*s.* 9*d.*	Do.	8	2*d.*						
Plaster	Do.	Do.	8	Do.						
Pollard	Do.	Do.	8	Do.						
Posts and rails *for fencing.*	Do.	Do.	8	Do.						
Postwood, *machine weight*	Do.	Do.	8	Do.						
Pozzolano	Do.	Do.	8	Do.						
Propwood, *machine weight*	1*s.* 3*d.*	5 tons	8	1½*d.*						
Sleepers, *railway, machine weight.*	Do.	Do.	8	Do.						
Rice flour and meal	1*s.* 9*d.*	6 tons	8	2*d.*						
Ropes, *old, including wire ropes.*	Do.	Do.	8	Do.						
Rye	Do.	Do.	8	Do.						
Sago flour	3*s.* 0*d.*	Do.	8	2½*d.*						
Salt, *in bags*	1*s.* 9*d.*	Do.	8	2*d.*						
Salt, *manufactured*	Do.	Do.	8	Do.						
Salt cake	Do.	Do.	8	Do.						
Sanitary tubes	Not carried.									
Sash weights	1*s.* 9*d.*	6 tons	8	2*d.*						
Satin white	3*s.* 0*d.*	Do.	8	2½*d.*						
Sawdust	1*s.* 9*d.*	Do.	8	2*d.*						
Seeds, flax	3*s.* 0*d.*	Do.	8	2½*d.*						
Seeds, linseed	1*s.* 9*d.*	Do.	8	2*d.*						
Seeds, rape	Do.	Do.	8	Do.						
Seeds *for crushing for oil*	Do.	Do.	8	Do.						
Sharps	Do.	Do.	8	Do.						
Shelling	Do.	Do.	8	Do.						
Soda	3*s.* 0*d.*	Do.	8	2½*d.*						
Soda ash	Do.	Do.	8	Do.						
Soot	1*s.* 3*d.*	5 tons	8	1½*d.*						
Spelter	3*s.* 0*d.*	Do.	8	2½*d.*	Length of line 27 miles.	Nil.	Yes.	Nil.	No.	No.
Spetches, *wet*	Not carried.									
Staves	1*s.* 9*d.*	5 tons	8	2*d.*						
Steel plates *for ship-building.*	Do.	Do.	8	Do.						
Stone, *roughly wrought up—as troughs, sinks, &c.*	Do.	6 tons	8	Do.						
Tares	Do.	Do.	8	Do.						
Tiles, *roofing, ridge, paving (quarries), at owners' risk.*	1*s.* 3*d.*	5 tons	8	1½*d.*						
Timber, *logs or baulks, by measurement* [under 13 feet].	1*s.* 9*d.*	6 tons	8	2*d.*						
Do. do. long	Special.									
Tyres. (*See axles and wheels.*)	1*s.* 9*d.*	6 tons	8	2*d.*						
Umber	3*s.* 0*d.*	Do.	8	2½*d.*						
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, watercress, and all others, except as under—*	1*s.* 9*d.*	Do.	8	2*d.*						
Vegetables *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*	Do.	Do.	8	Do.						
Vetches	Do.	Do.	8	Do.						
Wheat	Do.	Do.	8	Do.						
Wheels, *railway.* (*See axles.*)	Do.	Do.	8	Do.						
Whiting	3*s.* 0*d.*	Do.	8	2½*d.*						

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

As nearly as I can average them, our rates not being calculated on any fixed mileage principle.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owners' risk, or otherwise?

At company's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No; but we run daily goods trains.

7. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours nominally, but we cannot enforce demurrage.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

We seldom can enforce any charge; 24 hours nominally.

9. What charge for warehousing is made after the period has expired?

No fixed charge.

10. What charge do you make for demurrage of waggons?

See No. 7; 3*s.* per day nominally, but we cannot enforce it.

FOR THROUGH TRAFFIC.

11 Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

All our traffic is local.

Belfast and County Down Railway.—Inquiry No. 2.—*continued.*

12. Are junctions considered as stations for the traffic of articles in this return?	All our traffic is local.
13. If not, state the exceptions, and give an instance of each class of exception.	Ditto.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Ditto.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Having to compete with the road over the whole of our system we have several special rates, chiefly with flax mills, at lower rates than those quoted, but wherever such is the case the rates are open to all parties similarly circumstanced.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	See No. 11.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Ditto.
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance.	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded.	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Acetate of lime, *in casks*			3*s.*	8	2½*d.*						
Acetate of soda			Do.	8	Do.						
Acetic acid, *in casks*			Not carried.								
Ale and porter, *in casks*			3*s.*	8	2½*d.*						
Ammonia, *in casks or iron drums.*			Do.	8	Do.						
Antimony ore			Not carried.								
Anvils			3*s.*	8	2½*d.*						
Apples			Do.	8	Do.						
Argols			Not carried.								
Arm and share moulds			3*s.*	8	2½*d.*						
Ashes, *pot and pearl*			Do.	8	Do.						
Asphalte apparatus, *when not sent with asphalte.*			According to bulk.								
Bagging, *Surat*			3*s.*	8	2½*d.*						
Barilla			Do.	8	Do.						
Biscuit, *dog*			Do.	8	Do.						
Blubber			Not carried.								
Blocks, *bobbin*			3*s.*	8	2½*d.*						
Boilers, *under 30 ft. long*			Special agreement.								
Bomb shells (not loaded)			Not carried.								
Bone and horn waste, *in less quantities than 3 tons.*			1*s.* 9*d.*	8	2*d.*						
Bones, *packed*			Do.	8	Do.						
Bottles, *black and green, or common glass.*			Do.	8	Do.						
Broom and brush blocks		6*d.* for any distance.	3*s.*	8	2½*d.*	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Buffers, *railway*			Do.	8	Do.						
Canada plates			Not carried.								
Cannon			Do.								
Capstan bars			3*s.*	8	2½*d.*						
Castings, *light, not otherwise enumerated, at owners' risk*			4*s.*	8	3*d.*						
Ditto, *heavy, ditto*			3*s.*	8	2½*d.*						
Cattle food, *prepared*			Do.	8	Do.						
Chicory root			Do.	8	Do.						
Cider, *in casks*			Do.	8	Do.						
Clay retorts, at Company's risk.			Do.	8	Do.						
Clog soles, *dressed*			Do.	8	Do.						
Clothes pegs, *packed*			Not carried.								
Clover seed, *at Company's risk.*			3*s.*	8	2½*d.*						
Cobalt ore			Not carried.								
Cocoa nut fibre or husk			3*s.*	8	2½*d.*						
Cocoa nut matting			4*s.*	8	3*d.*						
Cotton wool			Do.	8	Do.						
Crowbars			3*s.*	8	2½*d.*						
Cutch			Do.	8	Do.						
Divi Divi			Do.	8	Do.						
Doors, *in cases*			4*s.*	8	3*d.*						
Dyewoods, *not elsewhere specified.*			3*s.*	8	2½*d.*						
Earthenware			4*s.*	8	3*d.*						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
				Miles.							
Earthenware bottles			4*s.*	8	3*d.*						
Epsom salts, *in casks*			3*s.*	8	2½*d.*						
Esparto or Spanish grass, *not less than 2 tons per waggon.*			Not carried.								
Farina, *calcined*				Do.							
Fish, *i. e.*, thoroughly cured white herrings *in brine.*			1*s.* 9*d.*	8	2*d.*						
Flint, *ground, packed, under 3 tons.*			Do.	8	Do.						
Fustic, *ground or chipped*			3*s.*	8	2½*d.*						
Gambier			Do.	8	Do.						
Gasometer sheets			1*s.* 9*d.*	8	2*d.*						
Gooseberries, *unripe*			4*s.*	8	3*d.*						
Grain and flour, &c., viz.:											
Groats			1*s.* 9*d.*	8	2*d.*						
Pearl barley			3*s.*	8	2½*d.*						
Pot barley			1*s.* 9*d.*	8	2*d.*						
Shudes			Do.	8	Do.						
Granite, *polished and dressed, in blocks.*			4*s.*	8	3*d.*						
Grease			3*s.*	8	2½*d.*						
Greaves			Do.	8	Do.						
Grindstones, *at company's risk.*			Do.	8	Do.						
Gunny bags, *old*			Not carried.								
Gun stocks, *rough*			1*s.* 9*d.*	8	2*d.*						
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			4*s.*	8	3*d.*						
Hoofs and horns, *cow and ox, packed.*			3*s.*	8	2½*d.*						
Hoops, wood and iron			Do.	8	Do.						
Horn tips, *packed*			Do.	8	Do.						
Ice, *packed*			4*s.*	8	3*d.*						
Ink, *in crates or casks*			Do.	8	Do.						
Iron bolts			1*s.* 9*d.*	8	2*d.*						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			Special agreement.								
Iron buoys, buckets, and cisterns.				Do.							
Iron, corrugated			1*s.* 9*d.*	8	2*d.*						
Iron cranework, *of plates, in parts, not exceeding 30 feet.*			Special agreement.								
Iron, galvanized			1*s.* 9*d.*	8	2*d.*						
Iron girders, *not exceeding 15 feet in length.*			Do.	8	Do.						
Iron hoops, sheets, or other damageable iron.			3*s.*	8	2½*d.*						
Iron horse shoes and horse shoe bars.			1*s.* 9*d.*	8	2*d.*						
Iron masts, *ships, minimum, one ton per waggon.*	6*d.* for any distance.		Special agreement.			Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Iron nails			1*s.* 9*d.*	8	2*d.*						
Iron nuts			Do.	8	Do.						
Iron rivets			Do.	8	Do.						
Iron rolls, *cast or wrought, polished, packed, or in bags, at owner's risk.*			3*s.*	8	2½*d.*						
Iron shoe tips			1*s.* 9*d.*	8	2*d.*						
Iron spoutings and connexions, *at company's risk.*			4*s.*	8	3*d.*						
Iron studs			1*s.* 9*d.*	8	2*d.*						
Iron staples			Do.	8	Do.						
Iron tubing			Do.	8	Do.						
Iron washers			Do.	8	Do.						
Iron weights, *for weighing.*			Do.	8	Do.						
Iron wire, *not damageable.*			Do.	8	Do.						
Iron wire, *galvanized*			Do.	8	Do.						
Jute			3*s.*	8	2½*d.*						
Keys, *railway, wooden*			1*s.* 9*d.*	8	2*d.*						
Lancewood spars			3*s.*	8	2½*d.*						
Laths, *in bundles*			Do.	8	Do.						
Lead ashes, *in bags*			Not carried.								
Lead, sheet			1*s.* 9*d.*	8	2*d.*						
Lead piping			3*s.*	8	2½*d.*						
Lead, *red and white*			Do.	8	Do.						
Lime salt			Not carried.								
Linseed meal			1*s.* 9*d.*	8	2*d.*						
Litharge			3*s.*	8	2½*d.*						
Logwood, *ground or chipped.*			Do.	8	Do.						
Marble, *in blocks*			Do.	8	Do.						
Metal *sheathing, new or old.*			1*s.* 9*d.*	8	2*d.*						
Millboards			3*s.*	8	2½*d.*						
Molasses			Do.	8	Do.						
Muriate of iron, *in casks*			Do.	8	Do.						
Mustard seed, *for grinding.*			Do.	8	Do.						
Myrobolans			Not carried.								
Nickel ore			Do.								
Nitrate of lead			3*s.*	8	2½*d.*						
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut			Do.	8	Do.						
Cod			Do.	8	Do.						
Cotton seed			Do.	8	Do.						
Lard			Do.	8	Do.						
Linseed			Do.	8	Do.						
Palm			Do.	8	Do.						
Pine			Do.	8	Do.						
Rapeseed			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Oils, *cont.*				Miles.							
Seal			3*s.*	8	2½*d.*						
Train			Do.	8	Do.						
Whale			Do.	8	Do.						
Onions *in brine, in ton lots.*				Not carried.							
Osiers and twigs, *green and wet.*			3*s.*	8	2½*d.*						
Paper, coarse, *for wrapping goods or printing newspapers.*			Do.	8	Do.						
Paper, *waste*			Do.	8	Do.						
Paraffin *wax*			4*s.*	8	3*d.*						
Pasteboard			3*s.*	8	2½*d.*						
Pears, *common*			4*s.*	8	3*d.*						
Perry, *in casks*			3*s.*	8	2½*d.*						
Pitch			Do.	8	Do.						
Pumice stone			Do.	8	Do.						
Putty			Do.	8	Do.						
Quercitron bark			Do.	8	Do.						
Rags			1*s.* 9*d.*	8	2*d.*						
Railway springs			Do.	8	Do.						
Rice			Do.	8	Do.						
Rosin			3*s.*	8	2½*d.*						
Rottenstone			Do.	8	Do.						
Saltpetre			Do.	8	Do.						
Scrap steel			1*s.* 9*d.*	8	2*d.*						
Seal skins, *wet and salted.*				Not carried.							
Seeds, *agricultural*			3*s.*	8	2½*d.*						
Sheep skins, *in casks*			Do.	8	Do.						
Sheep wash, *in casks*			Do.	8	Do.						
Shovel moulds			Do.	8	Do.						
Shumac			Do.	8	Do.						
Silicate of soda			Do.	8	Do.						
Size, *in casks*			Do.	8	Do.						
Skins, *in casks*			Do.	8	Do.						
Slate slabs, *at company's risk.*			Do.	8	Do.						
Slate slabs, *in cases*			Do.	8	Do.						
Soap			Do.	8	Do.						
Spade trees				Not carried.							
Split peas			3*s.*	8	2½*d.*						
Stannite of soda			Do.	8	Do.						
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*				Special agreement.							
Stearine			3*s.*	8	2½*d.*						
Steel, *blistered*			1*s.* 9*d.*	8	2*d.*						
Stone, *carved, for building purposes, at company's risk.*			4*s.*	8	3*d.*						
Sugar (*raw or refined*), *in casks and bags.*			3*s.*	8	2½*d.*						
Sulphate of alumina	6*d.* for any distance.		Do.	8	Do.	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Sulphate of copper			Do.	8	Do.						
Sulphate of soda			Do.	8	Do.						
Sulphate of zinc			Do.	8	Do.						
Syrup			Do.	8	Do.						
Tallow			Do.	8	Do.						
Tar			Do.	8	Do.						
Terra japonica			Do.	8	Do.						
Tiles, *ornamental, encaustic, and tessclated.*			Do.	8	Do.						
Tiles, *roofing, ridge, paving* (*quarries*), *at company's risk.*			1*s.* 9*d.*	8	2*d.*						
Tin, *in blocks, ingots, and boxes.*			3*s.*	8	2½*d.*						
Treacle			Do.	8	Do.						
Turntables, *in parts*			1*s.* 9*d.*	8	2*d.*						
Valonia			3*s.*	8	2½*d.*						
Vegetables, 1 *ton and under* 3 *tons, including all kinds, except as follows—*			1*s.* 9*d.*	8	2*d.*						
Vegetables, viz., carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than* 2 *tons.*			Do.	8	2*d.*						
Verjuice, *in casks*			3*s.*	8	2½*d.*						
Vinegar, *in casks*			Do.	8	Do.						
Vitriol stone				Not carried.							
Washing powder and paste.			Do.	8	Do.						
Woad			Do.	8	Do.						
Wood acid, *in casks*			Do.	8	Do.						
Woods, viz.:—											
Boxwood			Do.	8	Do.						
Camwood			Do.	8	Do.						
Cedar			Do.	8	Do.						
Ebony			Do.	8	Do.						
Firewood, *prepared, less than* 3 *tons.*			Do.	8	Do.						
Lignum vitæ			Do.	8	Do.						
Lima wood			Do.	8	Do.						
Maple			Do.	8	Do.						
Nicaragua			Do.	8	Do.						
Rose wood			Do.	8	Do.						
Sapan wood			Do.	8	Do.						
Satin wood			Do.	8	Do.						
Snake wood			Do.	8	Do.						
Tulip wood			Do.	8	Do.						
Walnut wood			Do.	8	Do.						
Zebra wood			Do.	8	Do.						
Other furniture woods not specified.			Do.	8	Do.						
Zinc, *ingots, &c.*			Do.	8	Do.						
Zinc-white, or oxide of zinc.			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates.	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.*				Miles.							
Air stoves			4*s.*	8	3*d.*						
Albumen			3*s.*	8	2½*d.*						
Ale and porter, *bottled, in cases, casks, and hampers.*			4*s.*	3	3*d.*						
Alkanet root			3*s.*	8	2½*d.*						
Alizaine			Not carried.								
Aloes, *in casks*			3*s.*	8	2½*d.*						
Alva marina or dry sea weed, *for upholsterers' purposes.*			Do.	8	Do.						
Annatto			Do.	8	Do.						
Archil			Do.	8	Do.						
Arrow root			Do.	8	Do.						
Arsenic			Do.	8	Do.						
Bacon and hams, *packed*			Do.	8	Do.						
Bagging			Do.	8	Do.						
Baking powder			Do.	8	Do.						
Bark, *tanners', loose*			Do.	8	Do.						
Bass mats			Do.	8	Do.						
Bedsteads, *common wood*			6*s.* 6*d.*	8	4*d.*						
Bedsteads, *iron, in cases or bundles.*			4*s.*	8	3*d.*						
Beef, *in casks*			3*s.*	8	2½*d.*						
Besoms, *birch*			Do.	8	Do.						
Bichrome			Do.	8	Do.						
Biscuit			Do.	8	Do.						
Blacking			Do.	8	Do.						
Black lead			Do.	8	Do.						
Bladders, *in casks*			Do.	8	Do.						
Boilers, *under 1 ton in 1 waggon*			Special agreement.								
Boilers, 30 *feet and under 45 feet.*			Do.								
Bone flats			Not carried.								
Bones, *loose, other than for size or manure.*			1*s.* 9*d.*	8	2*d.*						
Boracic acid			3*s.*	8	2½*d.*						
Borax			Do.	8	Do.						
Brass			4*s.*	8	3*d.*						
Brass *scrap*			3*s.*	8	2½*d.*						
Brass wire			4*s.*	8	3*d.*						
Bread			Do.	8	Do.						
Bricks, *Bath or Flanders*			1*s.* 9*d.*	8	2*d.*						
Broom and mop handles			3*s.*	8	2½*d.*						
Buckles, *brass*			Do.	8	Do.						
Bump			Not carried.								
Butter, *in casks or boxes*			3*s.*	8	2½*d.*						
Camata			Not carried.								
Camatina			Do.								
Canary seed			3*s.*	8	2½*d.*						
Candles, *except wax*	6*d.* for any distance, according to bulk.		Do.	8	Do.	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	o.
Candlewick			Do.	8	Do.						
Canvas			Do.	8	Do.						
Cardamoms, *in casks*			Do.	8	Do.						
Carpeting			4*s.*	8	3*d.*						
Caraway seed			3*s.*	8	2½*d.*						
Carriage and cart springs, axles, and steps.			Do.	8	Do.						
Catsup, *in casks*			Do.	8	Do.						
Chain harrows			Do.	8	Do.						
Chains and traces, *in casks.*			1*s.* 9*d.*	8	2*d.*						
Chains, *small, not exceeding ⅝-inch loose.*			Do.	8	Do.						
Cheese, *packed*			3*s.*	8	2½*d.*						
Chicory, *prepared*			Do.	8	Do.						
Chimney pots, *earthenware, at company's risk.*			4*s.*	8	3*d.*						
China, *in casks or crates*			6*s.* 6*d.*	8	4*d.*						
Chocolate			3*s.*	8	2½*d.*						
Cider, *bottled, in cases, casks, or hampers.*			4*s.*	8	3*d.*						
Clod crushers			Special.								
Clover seed, *at company's risk.*			3*s.*	8	2½*d.*						
Cocoa			Do.	8	Do.						
Cocoa nuts			Do.	8	Do.						
Codilla			Do.	8	Do.						
Coffee			Do.	8	Do.						
Confectionery, *in hogsheads.*			4*s.*	8	3*d.* Do.						
Copper			Do.	8							
Copper coin			Do.	8	Do.						
Copper *scrap*			3*s.*	8	2½*d.*						
Cordage			Do.	8	Do.						
Coriander seed			Do.	8	Do.						
Cotton twist			4*s.*	8	3*d.*						
Cotton waste			3*s.*	8	2½*d.*						
Cranberries			4*s.*	8	3*d.*						
Cranework *of wood, and damageable iron, in parts.*			Not carried.								
Crematine			Do.								
Crucibles, *at owner's risk*			4*s.*	8	3*d.*						
Cudbear			3*s.*	8	2½*d.*						
Currants, *grocers'*			Do.	8	Do.						
Dates			Do.	8	Do.						
Disinfecting fluid, *in casks or tins.*			Do.	8	Do.						
Drugs, *in casks or bales*			Do.	8	Do.						
Drysalteries, *not elsewhere specified, in casks.*			Do.	8	Do.						
Dyes, *liquid, in casks*			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Earthenware, *in casks and crates.*			4*s.*	8	3*d.*						
Edge tools			3*s.*	8	2½*d.*						
Eggs, *in crates or boxes*			4*s.*	8	3*d.*						
Emery			3*s.*	8	2½*d.*						
Emery paper			Do.	8	Do.						
Engines, *steam, portable, weighing 3 tons and upwards.*			Special agreement.								
Felspar			Not carried.								
Felt			1*s.* 9*d.*	8	2*d.*						
Figs			3*s.*	8	2½*d.*						
Files			Do.	8	Do.						
Filters, stoneware			4*s.*	8	3*d.*						
Fire-clay ware, *at company's risk, viz.:—*											
Chimney cans, vent linings, and other fire-clay ware *unspecified.*			Do.	8	Do.						
Fire engines, *steam or otherwise, 3 tons or upwards.*			Special agreement.								
Fish—*thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*			1*s.* 9*d.*	8	2*d.*						
Fish—shellfish, *at owner's risk:—*			3*s.*	8	3*d.*						
Cockles			Do.	8	Do.						
Limpets			Do.	8	Do.						
Mussels			Do.	8	Do.						
Periwinkles			Do.	8	Do.						
Whelks			Do.	8	Do.						
Flax			Do.	8	Do.						
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*			Not carried.								
Flax waste			1*s.* 9*d.*	8	2*d.*						
Flocks			3*s.*	8	2½*d.*						
Forges, *portable*			Do.	8	Do.						
Frying pans			4*s.*	8	3*d.*						
Garancine			Not carried.								
Ginger			3*s.*	8	2½*d.*						
Ginger beer			Do.	8	Do.						
Glass beads, *in casks or cases.*			Do.	8	Do.						
Glass, flint, *at company's risk.*			4*s.*	8	3*d.*						
Glass, crown, *in boxes and crates, at company's risk.*			Do.	8	Do.						
Glass, window and rough plate, *at company's risk.*			Do.	8	Do.						
Glue			3*s.*	8	2½*d.*						
Glue pieces, *dry*	6*d.* for any distance.		Do.	8	Do.	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Goat's hair			Do.	8	Do.						
Granilla			Not carried.								
Granite, *polished and dressed, in cases.*			4*s.*	8	3*d.*						
Grapes, foreign, *as imported, at company's risk.*			3*s.*	8	2½*d.*						
Gums *of all sorts*			Do.	8	Do.						
Gun barrels, *rough*			Do.	8	Do.						
Gutta percha, *unmanufactured.*			4*s.*	8	3*d.*						
Hair, *plasterers'*			3*s.*	8	2½*d.*						
Hammer heads			Do.	8	Do.						
Hammer shafts			Do.	8	Do.						
Hardware			Do.	8	Do.						
Hay, *hydraulic pressed*			Special.								
Hay—*station to station, at owner's risk—40 cwt. per waggon, minimum.*			Do.								
Hearth rugs			3*s.*	8	2½*d.*						
Hemp			4*s.*	8	3*d.*						
Hemp seed			3*s.*	8	2½*d.*						
Hemp warps, *packed*			Do.	8	Do.						
Hides, kips, and sheep skins, *green or market, at company's risk.*			Do.	8	Do.						
Hoes			Do.	8	Do.						
Hogsheads, *not being returned empties.*			4*s.*	8	3*d.*						
Hoofs and horns, *cow and ox, loose.*			3*s.*	8	2½*d.*						
Horn tips, *loose*			Do.	8	Do.						
Hurdles, *iron or wood*			Do.	8	Do.						
Ice, *loose*			Not carried.								
India-rubber			4*s.*	8	3*d.*						
Iron buckles			3*s.*	8	2½*d.*						
Iron hinges			Do.	8	Do.						
Iron holloware, *in hogsheads.*			Do.	8	Do.						
Iron liquor			Not carried.								
Iron palisades			3*s.*	8	2½*d.*						
Iron safes			Do.	8	Do.						
Iron screws			Do.	8	Do.						
Iron spoons			Do.	8	Do.						
Iron wire, *bright*			Do.	8	Do.						
Ivory black			Do.	8	Do.						
Japan and tinware, *in casks or cases.*			4*s.*	8	3*d.*						
Kelp			1*s.* 9*d.*	8	2*d.*						
Lace, *of all sorts*			3*s.*	8	2½*d.*						
Lard, *in casks, boxes, and tins.*			Do.	8	Do.						
Lasts, *packed*			Do.	8	Do.						
Leather, *undressed*			Do.	8	Do.						
Lemonade			Do.	8	Do.						
Lemons			4*s.*	8	3*d.*						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Lemon juice			4*s.*	8	3*d.*						
Lemon peel, *in casks*			Do.	8	Do.						
Locks			3*s.*	8	2½*d.*						
Locomotive tubes			4*s.*	8	3*d.*						
Machinery, *heavy*			Do.	8	Do.						
Madders			3*s.*	8	2½*d.*						
Malt crushers			4*s.*	8	3*d.*						
Marble, *in cases*			Do.	8	Do.						
Marble, *sawn into slabs, but cemented together.*			3*s.*	8	2½*d.*						
Mastic			Do.	8	Do.						
Matches, *wood splints for, packed.*			Do.	8	Do.						
Matchetts				Not carried.							
Mats and matting (*except cocoa nut matting*).			3*s.*	8	2½*d.*						
Mexican fibre			Do.	8	Do.						
Millstones			Do.	8	Do.						
Mineral water, *in casks*			Do.	8	Do.						
Mohair			4*s.*	8	3*d.*						
Moss, *in bales*			3*s.*	8	2½*d.*						
Mungo				Not carried.							
Munjeet				Do.							
Naphtha, *in casks or iron drums.*			4*s.*	8	3*d.*						
Netting, *fishing and garden, in bales.*			Do.	8	Do.						
Nickel			3*s.*	8	2½*d.*						
Nuts			4*s.*	8	3*d.*						
Oakum			3*s.*	8	2½*d.*						
Oils, *in casks and iron drums, not otherwise specified.*			Do.	8	Do.						
Old clothes			Do.	8	Do.						
Onions, *in brine, less than* 1 *ton.*				Not carried.							
Oranges			4*s.*	8	3*d.*						
Orchilla weed			3*s.*	8	2½*d.*						
Osiers and twigs, *brown*			4*s.*	8	3*d.*						
Osnaburgs				Not carried.							
Oxalic acid			3*s.*	8	2½*d.*						
Paints and colours, *in casks.*			Do.	8	Do.						
Palm leaves				Not carried.							
Paper hangings			4*s.*	8	3*d.*						
Pearl shells			Do.	8	Do.						
Pelts, *dry*			3*s.*	8	2½*d.*						
Perry, *bottled, in cases, casks, or hampers.*			Do.	8	Do.						
Piassava				Not carried.							
Picker bends				Do.							
Pins, *metal, in boxes*			3*s.*	8	2½*d.*						
Pipes, *empty, not being returned empties.*			4*s.*	8	3*d.*						
Pork, *in casks*			3*s.*	8	2½*d.*						
Prussiate of potash	6*d.* for any distance.		Do.	8	Do.	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Potatoes, *preserved*			Do.	8	Do.						
Powder, blue			Do.	8	Do.						
Printing machines, *at owner's risk.*			4*s.*	8	3*d.*						
Provisions, *salt*			3*s.*	8	2½*d.*						
Prunes			4*s.*	8	3*d.*						
Puncheons, *new, empty*			Do.	8	Do.						
Quicks, shrubs, and trees			6*s.* 6*d.*	8	4*d.*						
Rabbit skins, *undressed*			4*s.*	8	3*d.*						
Raisins			Do.	8	Do.						
Ridges, *not declared at company's risk.*			1*s.* 9*d.*	8	2*d.*						
Ropes, *new, including wire ropes.*			3*s.*	8	2½*d.*						
Sad irons			Do.	8	Do.						
Safety boxes				Not carried.							
Safflower			3*s.*	8	2½*d.*						
Sago			Do.	8	Do.						
Sal ammoniac			Do.	8	Do.						
Sand paper			Do.	8	Do.						
Sarsaparilla			4*s.*	8	3*d.*						
Sassafras			3*s.*	8	2½*d.*						
Saws			Do.	8	Do.						
Screw jacks			Do.	8	Do.						
Screws				Not carried.							
Scythe stones, *loose, at company's risk.*			3*s.*	8	2½*d.*						
Scythe stones, *packed*			Do.	8	Do.						
Seeds, *agricultural, at company's risk.*			Do.	8	Do.						
Sheeps' guts, *in casks*			Do.	8	Do.						
Shoddy				Not carried.							
Shoe pegs			3*s.*	8	2½*d.*						
Shot, *small, in bags*			Do.	8	Do.						
Signal posts, and materials belonging thereto, *not less than* 1 *ton per waggon.*				Special.							
Silk waste, *undressed*				Not carried.							
Sink traps			3*s.*	8	2½*d.*						
Sizing			Do.	8	Do.						
Slates, *writing*			Do.	8	Do.						
Slate pencils			Do.	8	Do.						
Smalts			Do.	8	Do.						
Soda water			Do.	8	Do.						
Soldiers' clothing			4*s.*	8	3*d.*						
Spades and shovels, *iron*			3*s.*	8	2½*d.*						
Spetches, *dry*				Not carried.							
Spirit of tar, *in casks or iron drums.*			3*s.*	8	2½*d.*						
Starch			Do.	8	Do.						
Steam ploughs and machinery attached, *when weighing* 3 *tons or more.*				Special.							
Steel bars and bundles			1*s.* 9*d.*	8	2*d.*						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Stone blue			3*s.*	8	2½*d.*						
Stone, *carved for builders' purposes, at company's risk.*			4*s.*	8	3*d.*						
Sugar, *lump, loose*			3*s.*	8	2½*d.*						
Sugar mills			4*s.*	8	3*d.*						
Sugar moulds and pans			Do.	8	Do.						
Sugar of lead			3*s.*	8	2½*d.*						
Tarpaulings			Do.	8	Do.						
Tartaric acid			Do.	8	Do.						
Terra-cotta casts			4*s.*	8	4*d.*						
Tincal				Not carried.							
Tinfoil			3*s.*	8	2½*d.*						
Tin scrap			Do.	8	Do.						
Tinware, *in casks or cases*			Do.	8	Do.						
Tobacco, *loaf*			4*s.*	8	3*d.*						
Tow				Special.							
Trenails			3*s.*	8	2½*d.*						
Turmeric			Do.	8	Do.						
Turpentine, *in casks*			4*s.*	8	3*d.*						
Twine			3*s.*	8	2½*d.*						
Type, *old*			1*s.* 9*d.*	8	2*d.*						
Umbrella stretchers			3*s.*	8	2½*d.*						
Varnish, *in casks and iron drums.*	6*d.* for any distance		4*s.*	8	3*d.*	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Vegetables, *above 3 and under 20 cwts., minimum charge, 3 cwts.*			1*s.* 9*d.*	8	2*d.*						
Vegetable ivory			3*s.*	8	2½*d.*						
Vegetable wax			Do.	8	Do.						
Verdigris			Do.	8	Do.						
Vices			Do.	8	Do.						
Washers			Do.	8	Do.						
Weft, *cotton*			4*s.*	8	3*d.*						
Weighing machines, *small, at owner's risk.*			3*s.*	8	2½*d.*						
Weighing machines, *large*				Special.							
Whetstones			3*s.*	8	2½*d.*						
Window sashes and mouldings, *at owner's risk.*			4*s.*	8	3*d.*						
Wool			Do.	8	Do.						
Yarn, *coir or hemp*			3*s.*	8	2½*d.*						
Yarn, *linen and cotton, packed.*			4*s.*	8	3*d.*						
Yeast, *in casks, ton lots*			6*s.* 6*d.*	8	4*d.*						
Yellow berries			3*s.*	8	2½*d.*						
Zinc sheets			Do.	8	Do.						

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *except clod crushers, and steam ploughs, at owner's risk.*				Special.							
				Miles							
Almonds, *in shell*			4*s.*	8	3*d.*						
Aloes, *in hampers or boxes.*			Do.	8	Do.						
Ammonia, *liquid, in carboys.*			Do.	8	Do.						
Angelica root			Do.	8	Do.						
Asparagus			3*s.*	8	2½*d.*						
Bacon and hams, *loose*				Not carried.							
Bark, *Peruvian*			4*s.*	8	3*d.*						
Bees' wax			3*s.*	8	2½*d.*						
Bellows			4*s.*	8	3*d.*						
Bells, *of all kinds*			Do.	8	Do.						
Black beer			3*s.*	8	2½*d.*						
Blankets			4*s.*	8	3*d.*						
Blocks, *ships'*			3*s.*	8	2½*d.*						
Blowing engines			4*s.*	8	3*d.*						
Boats or cobles, *minimum charge 1 ton per waggon.*	6*d.* for any distance			Special.		Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Bobbins			3*s.*	8	2½*d.*						
Boilers, *45 feet and above*				Special.							
Books			4*s.*	8	3*d.*						
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			Do.	8	Do.						
Bristles			Do.	8	Do.						
Brooms, broom heads, and brushes.			3*s.*	8	2½*d.*						
Buckets and pails			Do.	8	Do.						
Buckram			4*s.*	8	3*d.*						
Butter, *in casks and tubs*			Do.	8	Do.						
Buttons			Do.	8	Do.						
Calicoes			Do.	8	Do.						
Canada stoves			Do.	8	Do.						
Candied peel			Do.	8	Do.						
Canes and rattans, *packed.*			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded.	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Cardamons, *in boxes or hampers.*			4*s.*	8	3*d.*						
Cards and railway tickets			Do.	8	Do.						
Carpet bags			Do.	8	Do.						
Cassia lignea			Do.	8	Do.						
Castings, *at company's risk, not otherwise enumerated.*			Do.	8	Do.						
Castor oil, *in boxes, casks, or iron drums.*			Do.	8	Do.						
Cheese, *loose*			3*s.*	8	2½*d.*						
Clocks, *American and Dutch.*			7*s.* 6*d.*	8	4½*d.*						
Clogs, *in casks, cases, or boxes.*			3*s.*	8	2½*d.*						
Combs			4*s.*	8	3*d.*						
Confectionery, *in boxes or cases.*			Do.	8	Do.						
Conservatories and hot-houses, *in parts, at owner's risk.*			6*s.* 6*d.*	8	4*d.*						
Copper boilers			4*s.*	8	3*d.*						
Copper rollers			Do.	8	Do.						
Cordials and sweets, *in casks or hampers.*			Do.	8	Do.						
Corkwood			Do.	8	Do.						
Cotton slops, *in bales*			Do.	8	Do.						
Cotton stays, *in cases*			Do.	8	Do.						
Cotton warps, *in bundles*			Do.	8	Do.						
Cowries			Not carried.								
Crinoline steel			4*s.*	8	3*d.*						
Crucibles			Do.	8	Do.						
Cutlery			Do.	8	Do.						
Drugs, *in boxes or hampers.*			Do.	8	Do.						
Drysalteries, *in boxes or hampers, and not otherwise specified.*			3*s.*	8	2½*d.*						
Fenders, *at owner's risk*			6*s.* 6*d.*	8	4*d.*						
Fire engines, *steam or otherwise, 1 ton and under 3 tons.*				Special.							
Fire escapes, *minimum of 1 ton per waggon.*				Do.							
Fire irons			4*s.*	8	3*d.*						
Fish, viz.:—											
Herrings and sprats in any state not otherwise named.			6*s.* 6*d.*	8	4*d.*						
Kippered salmon. All other fish partially cured, smoked, or dried.			4*s.*	8	3*d.*						
Shellfish, say—											
Cockles			Do.	8	Do.						
Limpets	6*d.* for any distance		Do.	8	Do.	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Mussels			Do.	8	Do.						
Periwinkles, and			Do.	8	Do.						
Whelks, *at company's risk.*			Do.	8	Do.						
Oysters			Do.	8	Do.						
Flannel			Do.	8	Do						
Floor cloth, *not exceeding 10 feet in length.*			Do.	8	Do.						
French plums			Do.	8	Do.						
Fruit, *ripe*			Do.	8	Do.						
Fur off rabbit skins			7*s.* 6*d.*	8	4½*d.*						
Galls			4*s.*	8	3*d.*						
Gas and water meters			Do.	8	Do.						
Gelatine			Do.	8	Do.						
Glass, *flint and rough plate*			6*s.* 6*d.*	8	4*d.*						
Glass retorts			Do.	8	Do.						
Goods, *heavy, not specified.*			4*s.*	8	3*d.*						
Grates, *polished, at owner's risk.*			6*s.* 6*d.*	8	4*d.*						
Grates, *common*			Do.	8	Do.						
Groceries, *mixed packages.*			4*s.*	8	3*d.*						
Guns and pistols			Do.	8	Do.						
Gutta percha, *manufactured.*			Do.	8	Do.						
Hair, *upholsterers'*			Do.	8	Do.						
Harness			Do.	8	Do.						
Hatters' wool			Do.	8	Do.						
Hides, kips, and sheepskins, *dry, loose.*			Do.	8	Do.						
Hides, kips, and sheepskins, *green or market, not declared at company's risk.*			3*s.*	8	2½*d.*						
Honey			4*s.*	8	3*d.*						
Hops			Do.	8	Do.						
Hosiery			Do.	8	Do.						
India rubber goods			Do.	8	Do.						
Indigo			6*s.* 6*d.*	8	4*d.*						
Ink, printers'			3*s.*	8	2½*d.*						
Iron girders, *exceeding 15 feet in length.*				Special.							
Iron pots, *loose*			3*s.*	8	2½*d.*						
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			4*s.*	8	3*d.*						
Iron spoutings and connexions, *at company's risk.*			Do.	8	Do.						
Iron trays			Do.	8	Do.						
Iron wire fencing			1*s.* 9*d.*	8	2*d.*						
Japan and tin ware, *in hampers or crates.*			4*s.*	8	3*d.*						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Maximum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Joiners' work, *not elsewhere specified.*			4*s.*	8	3*d.*						
Kamptulicon - -			Do.	8	Do.						
Knife cleaners - -			Do.	8	Do.						
Lamp black - -			3*s.*	8	2½*d.*						
Lard, *in casks and tubs* -			Do.	8	Do.						
Leather, *dressed* - -			Do.	8	Do.						
Linens, *in bales, boxes, cases, packs, and trusses.*			4*s.*	8	3*d.*						
Liquorice - - -			Do.	8	Do.						
Lithographic stones, *at company's risk.*			Do.	8	Do.						
Looms, *at owner's risk* -			Do.	8	Do.						
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			Do.	8	Do.						
Mangles, *at owner's risk*			Do.	8	Do.						
Mattresses (*when not as household furniture*).			6*s.* 6*d.*	8	4*d.*						
Meats, *preserved* - -			4*s.*	8	3*d.*						
Mineral water, *in boxes or hampers.*			3*s.*	8	2½*d.*						
Muskets, *in cases* -			4*s.*	8	3*d.*						
Mustard - - -			3*s.*	8	2*d*½.						
Nails, *copper and brass* -			4*s.*	8	3*d.*						
Oil and varnish, *in basketed tins.*			Do.	8	Do.						
Oilcloth table covers -			Do.	8	Do.						
Organs, and organ work, *loose, at owner's risk.*			Do.	8	Do.						
Osiers and twigs, *white* -			3*s.*	8	2½*d.*						
Ovens, *common* - -			Do.	8	Do.						
Paints and colours, *in hampers and boxes.*			Do.	8	Do.						
Paper, *fine, writing, blotting, tissue, and fancy.*			4*s.*	8	3*d.*						
Pens, *steel, from makers*			Do.	8	Do.						
Pepper - - -			Do.	8	Do.						
Phosphorus, *in tins, hermetically sealed.*			Do.	8	Do.						
Pickles - - -			Do.	8	Do.						
Pimento - - -			Do.	8	Do.						
Plumbago - - -			Do.	8	Do.						
Rabbit skins, *dressed* -			Do.	8	Do.						
Reeds and rushes, *packed*			Do.	8	Do.						
Refiners' sweepings -			Not carried.								
Rugs, *woollen* - -			4*s.*	8	3*d.*						
Saddlers' ironmongery -			Do.	8	Do.						
Saddlery - - -			Do.	8	Do.						
Ships' sails - -			3*s.*	8	2½*d.*						
Sardines - - -			Do.	8	Do.						
Scales and scale beams -			Do.	8	Do.						
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*	6*d.* for any distance -		4*s.*	8	3*d.*	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Scythes - - -			3*s.*	8	2½*d.*						
Seal skins, *dry* - -			4*s.*	8	3*d.*						
Shells, *in cases or casks* -			Do.	8	Do.						
Sickles - - -			3*s.*	8	2½*d.*						
Silver ore - - -			Not carried.								
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			4*s.*	8	3*d.*						
Slate, slabs, *not in cases, at company's risk.*			Do.	8	Do.						
Smallwares - -			Do.	8	Do.						
Snuff - - -			6*s.* 6*d.*	8	4*d.*						
Scented soap - -			4*s.*	8	3*d.*						
Spanish juice - -			Do.	8	Do.						
Spermaceti, *in boxes* -			Do.	8	Do.						
Stags' horns - -			6*s.* 6*d.*	8	4*d.*						
Stationery, *general* -			4*s.*	8	3*d.*						
Steam engines, *portable, under 3 tons.*			Special.								
Sugar candy - -			4*s.*	8	3*d.*						
Tacks - - -			3*s.*	8	2½*d.*						
Tapes - - -			4*s.*	8	3*d.*						
Tapioca - - -			Do.	8	Do.						
Tea - - - -			Do.	8	Do.						
Tents or marquees, *minimum 1 ton per waggon, where more than one used.*			Special.								
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*			Do.								
Thread, *cotton and linen*			4*s.*	8	3*d.*						
Tobacco, *manufactured* -			Do.	8	Do.						
Tonquin beans - -			Do.	8	Do.						
Toys *of all kinds, in cases*			7*s.* 6*d.*	8	4½*d.*						
Turnery ware - -			4*s.*	8	3*d.*						
Turpentine, *in basketed tins.*			Do.	8	Do.						
Ultramarine - -			Do.	8	Do.						
Umbrellas - -			Do.	8	Do.						
Vegetables, *in lots of 3 cwts., or under.*			3*s.*	8	2½*d.*						
Veneers - - -			6*s.* 6*d.*	8	4*d.*						
Venetian blinds - -			4*s.*	8	3d.						
Vinegar, *in casks* - -			3*s.*	8	2½*d.*						
Wadding - - -			4*s.*	8	3*d.*						
Washing and wringing machines, *at owner's risk.*			Do.	8	Do.						
Watch glasses - -			6*s.* 6*d.*	8	4*d.*						
Whalebone - -			4*s.*	8	3*d.*						
Wheels, *coach and carriage, at owner's risk.*			Do.	8	Do.						
Window frames, *cast iron*			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Wines and spirits, *in casks and cases.*	6*d.* for any distance.		4*s.*	8	3*d.*	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Wines, British, *in casks or hampers.*			Do.	8	Do.						
Yarn, *linen and cotton, loose.*			Do.	8	Do.						
Yarn, *packed in cans*			Do.	8	Do.						
Yarn, *woollen and worsted.*			Do.	8	Do.						

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Acetic acid, *in carboys*	6*d.* for any distance.		7*s.* 6*d.*	8	4½*d.*	Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Agricultural machines and implements, *at company's risk* (*except clod crushers and steam ploughs*).				Special.							
Alabaster ornaments and figures, *packed, at owner's risk.*			7*s.* 6*d.*	8	4½*d.*						
Almonds, *not in shell*			4*s.*	8	3*d.*						
Anchovies			Do.	8	Do.						
Balloons, *at owner's risk*				Special.							
Barèges			4*s.*	8	3*d.*						
Baskets			6*s.* 6*d.*	8	4*d.*						
Bent wood			3*s.*	8	2½*d.*						
Bonnet fronts			7*s.* 6*d.*	8	4½*d.*						
Book muslin			4*s.*	8	3*d.*						
Boothing or stalling				Special.							
Boots and shoes (*including goloshes*) *in hampers.*			4*s.*	8	3*d.*						
Bottles, *white glass*			3*s.*	8	2½*d.*						
Bradford stuff goods			4*s.*	8	3*d.*						
Brass pipes			Do.	8	Do.						
Brass tubing (*except locomotive tubes*).			Do.	8	Do.						
Britannia metal goods			3*s.*	8	2½*d.*						
Bronze powder			4*s.*	8	3*d.*						
Busks, *wooden*			Do.	8	Do.						
Butter, *in crocks*			Do.	8	Do.						
Calenders			Do.	8	Do.						
Candles, *wax*			Do.	8	Do.						
Canes and rattans, *loose*			Do.	8	Do.						
Carboys, *new, empty, glass.*				Special.							
Cards for carding machines, *in boxes only.*			4*s.*	8	3*d.*						
Carriage bodies, *unfinished* (*minimum 5 cwts*).				Special.							
Catsup, *in bottles*			3*s.*	8	2½*d.*						
Cheese presses			4*s.*	8	3*d.*						
Chimney pots, *zinc*			Do.	8	Do.						
Churns			Do.	8	Do.						
Clogs, *in hampers*			3*s.*	8	2½*d.*						
Cloth caps			4*s.*	8	3*d.*						
Coach trimmings			3*s.*	8	2½*d.*						
Cobalt			4*s.*	8	3*d.*						
Cochineal			6*s.* 6*d.*	8	4*d.*						
Coffins, *metallic*			Do.	8	Do.						
Conservatories and hothouses, *in parts.*			4*s.*	8	3*d.*						
Copper pipes			Do.	8	Do.						
Copper tubing (*except locomotive tubes*).			Do.	8	Do.						
Copying presses			Do.	8	Do.						
Corks and bungs			6*s.* 6*d.*	8	4*d.*						
Drapery			4*s.*	8	3*d.*						
Dyes, *liquid, in hampers or boxes.*			Do.	8	Do.						
Fenders, *at company's risk.*			6*s.* 6*d.*	8	4*d.*						
Fire-clay ware, vases, and other ornamental productions.			4*s.*	8	3*d.*						
Fish, *salmon, in boxes, prawns and shrimps.*			6*s.* 6*d.*	8	4*d.*						
Floor cloth, *exceeding 10 feet long, in case.*				Special.							
Flower roots, *bulbous*			6*s.* 6*d.*	8	4*d.*						
Garden plants, *in baskets, mats, or pots.*			7*s.* 6*d.*	8	4½*d.*						
Garden seats			4*s.*	8	3*d.*						
Garden seeds			Do.	8	Do.						
Gilt mouldings, *in cases*			Do.	8	Do.						
Ginger, *preserved*			Do.	8	Do.						

Belfast and County Down Railway.—Inquiry No. 5.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Glass, *crown and window*			4*s.*	8							
Goods, *light, not specified*			6*s.* 6*d.*	8							
Granite, *polished and dressed, in slabs.*			Do.	8	Do.						
Grapes			4*s.*	8	3*d.*						
Grates, *polished, at company's risk.*			6*s.* 6*d.*	8	4*d.*						
Gravestones			4*s.*	8	3*d.*						
Handmills			Do.	8	Do.						
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*				Special.							
Hay rakes and forks, *in bundles.*			4*s.*	8	3*s.*						
Indigo, extract of			Do.	8	Do.						
Ink, *in jars or bottles*			3*s.*	8	2½*d.*						
Isinglass			4*s.*	8	3*s.*						
Juniper berries			Do.	8	Do.						
Lamps			7*s.* 6*d.*	8	4½*d.*						
Lard, *in crocks*			3*s.*	8	2½*d.*						
Lint			4*s.*	8	3*d.*						
Lithographic stones, *at company's risk.*			Do.	8	Do.						
Looms, *at company's risk*			Do.	8	Do.						
Luggage, *trunks, &c.*			6*s.* 6*d.*	8	4*s.*						
Maccaroni			4*s.*	8	3*s.*						
Machinery, *light*			Do.	8	Do.						
Mangles, *at company's risk.*			Do.	8	Do.						
Marble, *in slabs*			Do.	8	Do.						
Meats, *fresh*			Do.	8	Do.						
Merinoes			Do.	8	Do.						
Mistletoe			6*s.* 6*d.*	8	4*s.*						
Naphtha, *in tins*			7*s.* 6*d.*	8	4½*d.*						
Needles, *in boxes*			4*s.*	8	3*d.*						
Nutmegs			Do.	8	Do.						
Oils, *in cans, jars, and boxes (except castor oil).*			Do.	8	Do.						
Organs and organ work, *in cases.*			Do.	8	Do.						
Paper trays			Do.	8	Do.						
Patterns (*travellers'*)			6*s.* 6*d.*	8	4*d.*						
Picture frames			Do.	8	Do.						
Pipes, *smoking*			Do.	8	Do.						
Plated goods			Do.	8	Do.						
Poppyheads			4*s.*	8	3*d.*						
Poultry, *dead*			Do.	8	Do.						
Printing machines, *at company's risk.*			Do.	8	Do.						
Quicksilver			Do.	8	Do.						
Quills			6*s.* 6*d.*	8	4*d.*						
Rabbits			4*s.*	8	3*d.*						
Railway carriages, *new, in cases.*	6*d* for any distance.			Special.		Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.
Reeds and rushes, *loose*			4*s.*	8	3*d.*						
Shafts, *gig*			Do.	8	Do.						
Silk waste, *dressed or spun.*				Not carried.							
Spades and shovels, *wooden.*			3*s.*	8	2½*d.*						
Spindles			4*s.*	8	3*d.*						
Spirit of tar, *in tins*			Do.	8	Do.						
Sponge, *in bales*			6*s.* 6*d.*	8	4*d.*						
Sticks			4*s.*	8	3*d.*						
Straw, *minimum charge 20 cwts. per waggon.*				Special.							
Straw plait			4*s.*	8	3*d.*						
Stucco figures, *packed, at owner's risk.*			7*s.* 6*d.*	8	4½*d.*						
Tamarinds			4*s.*	8	3*d.*						
Tarlatans			Do.	8	Do.						
Teazles, *imported, packed*				Not carried.							
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*				Special.							
Tongues, *animal*			3*s.*	8	2½*d.*						
Turpentine, *in cans, jars, and boxes.*			4*s.*	8	3*d.*						
Type, *new*			Do.	8	Do.						
Upholsterers' trimmings			Do.	8	Do.						
Varnish, *in tins*			Do.	8	Do.						
Vermicelli			Do.	8	Do.						
Vinegar, *in carboys*			3*s.*	8	2½*d.*						
Washing and wringing machines, *at company's risk.*			4*s.*	8	3*d.*						
Wearing apparel and household linen.			6*s.* 6*d.*	8	4*d.*						
Weighing machines, *small*			4*s.*	8	3*d.*						
Wheels, *coach and carriage wheels, at company's risk.*			Do.	8	Do.						
Window sashes and mouldings, *at company's risk.*			Do.	8	Do.						
Wines and spirits, *in hampers.*			Do.	8	Do.						
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			Do.	8	Do.						
Wood acid, *in carboys*			Do.	8	Do.						
Wood patterns, *for castings.*			Do.	8	Do.						
Woollen and worsted goods, not elsewhere specified.			Do.	8	Do.						
Yeast, *small lots*			Do.	8	Do.						
Yeast, *German*			Do.	8	Do.						
Zaffers				Not carried.							

Belfast and County Down Railway.—Inquiry No. 5.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
				Miles.							
Alabaster ornaments and figures, *at company's risk.*			7*s.* 6*d.*	8	4½*d.*						
Aluminium			4*s.*	8	3*d.*						
Amber			Do.	8	Do						
Basket carriage and gig bodies, *at owner's risk.*				Special.							
Bath chairs, *packed, at owner's risk.*				Do.							
Billiard tables, slate beds of.				Do.							
Bonnet fronts, *at company's risk.*			7*s.* 6*d.*	8	4½*d.*						
Bonnet shapes			Do.	8	Do.						
Bonnets			Do.	8	Do.						
Chairs, *new, Windsor, and common.*			Do.	8	Do.						
China, *in boxes*			Do.	8	Do.						
Cigars			6*s.* 6*d.*	8	4*d.*						
Cinnamon			4*s.*	8	3*d.*						
Clocks, *English and French.*			7*s.* 6*d.*	8	4½*d.*						
Cornice poles			Do.	8	Do.						
Crape			4*s.*	8	3*d.*						
Crinolines			Do.	8	Do.						
Chandeliers and gaseliers			6*s.* 6*d.*	8	4*d.*						
Elephant's teeth			Do.	8	Do.						
Embroidery			7*s.* 6*d.*	8	4½*d.*						
Engravings			Do.	8	Do.						
Feathers			Do.	8	Do.						
Fish, fresh, *all sorts, not otherwise specified.*			6*s.* 6*d.*	8	4*d.*						
Fish, shell, *crabs and lobsters.*			Do.	8	Do.						
Furniture, *packed in cases and frames.*			7*s.* 6*d.*	8	4½*d.*						
Furniture, *in mats or loose.*			Do.	8	Do.						
Furs			Do.	8	Do.						
Game			6*s.* 6*d.*	8	4*d.*						
Glass, *stained plate, and shades, at owner's risk.*			7*s.* 6*d.*	8	4½*d.*						
Gloves			4*s.*	8	3*d.*						
Hats, *of all kinds*			7*s.* 6*d.*	8	4½*d.*						
Ivory			6*s.* 6*d.*	8	4*d.*						
Lace			7*s.* 6*d.*	8	4½*d.*						
Millinery			Do.	8	Do.						
Mirrors			Do.	8	Do.						
Mushrooms			4*s.*	8	3*d.*						
Musical instruments			7*s.* 6*d.*	8	4½*d.*						
Organs and organ work, *loose, at company's risk.*			4*s.*	8	3*d.*						
Papier maché goods, *except trays.*			Do.	8	Do.						
Parchment			Do.	8	Do.						
Perambulators, *in cases, crates, and boxes.*			7*s.* 6*d.*	8	4½*d.*						
Perfumery			6*s.* 6*d.*	8	4*d.*						
Pianos, *packed*			7*s.* 6*d.*	8	4½*d.*						
Pictures			Do.	8	Do.						
Poultry, *alive*				Special.							
Ribbons			4*s.*	8	3*d.*						
Sewing machines			Do.	8	Do.						
Silk, *manufactured*			6*s.* 6*d.*	8	4*d.*						
Silk, *raw*			Do.	8	Do.						
Sponge, Turkey, *in cases*			Do.	8	Do.						
Stucco figures, *packed, at company's risk.*			7*s.* 6*d.*	8	4½*d.*						
Teazles				Not carried.							
Tin ware, *loose*			4*s.*	8	3*d.*						
Tortoise shell			Do.	8	Do.						
Turtle				Not carried.							
Velvet, *silk*			6*s.* 6*d.*	8	4*d.*						
Ventilators			4*s.*	8	3*d.*						
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*			Do.	8	Do.						
	6*d.* for any distance.					Included.		9*d.* to 1*s.* 6*d.*	No.	No.	No.

Belfast and County Down Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*e.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids, and other highly corrosive articles.	- - -	- - -	- -	- -	4½*d.*						
Basket carriage bodies and Bath chairs, *at company's risk.*	Special according to size.										
Caravans, *showmen's and others.*	Special agreement.										
Carriage bodies, *finished, in cases.*	Do.										
Railway carriages, on their own wheels.	Do.										
Boilers, of unusual dimensions.	Do.										
Contractors' waggons and materials (*excepting rails and chairs*).	Do.										
Furniture, *in mats or loose*	- - -	- - -	- -	- -	4½*d.*						
Furniture, *in vans, carts, or frames.*	- - -	- - -	- -	- -	4½*d.*						
Forgings or castings, above 6 tons.	Special agreement.										
Gunpowder - -	- - -	- - -	- -	- -	4½*d.*						
Lucifer matches, and other inflammable articles.	- - -	- - -	- -	- -	4½*d.*						
Locomotive engines and tenders, on their own wheels.	Special agreement.										
Petroleum and photogenic oil.	- - -	- - -	- -	- -	3*d.*						
Railway waggons -	Special agreement.										
Statuary - - -	- - -	- - -	- -	- -	4½*d.*						
Returned empty packages.	1*d.* to 6*d.* according to size.										
Small parcels - -	6*d.* for any quantity which at tonnage rates would not amount thereto.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

As nearly as I can average, our rates not being calculated on any fixed mileage principle.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

All at company's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No, but we have daily goods trains.

7. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours nominally.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

24 hours nominally, but we seldom can enforce any charge.

9. What charge for warehousing is made after the period has expired?

No fixed charge.

10. What charge do you make for demurrage of waggons?

3*s.* per waggon per day nominally, but it cannot be enforced.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

All our traffic is local.

12. Are junctions considered as stations for the traffic of articles in this return?

Ditto.

13. If not, state the exceptions, and give an instance of each class of exception.

Ditto.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Ditto.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

Having to compete with the roads over the whole of our system, we have several special rates chiefly with the owners of spinning mills at lower rates than those quoted, but wherever such is the case the rates are open to all parties similarly circumstanced.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

See No. 11.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

See No. 11.

19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.

No.

Belfast and County Down Railway—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

18 Vict. c. 18., by which Act the original Act of this company, 9 & 10 Vict. c. 87., was repealed.

No subsequent Act of this company has reference to tolls and rates.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former Returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares charged per mile.	No express trains run.						1·56	2·25	1·12	1·66	0·72	1·19	We have no parliamentary trains, as our 3rd class fares are, by our Act of Parliament, limited to ½*d.* per mile.	
Highest - - -							2·00	*3·00	1·50	*2·00	1·00	2·00		
Lowest - - -							1·09	1·63	0·81	1·18	0·54	0·81		
Maximum fares allowed by Act of Parliament.							†2½*d.*	—	†1½*d.*	—	†¾*d.*	—		

* Reduced since No. 5 Return was made.

† With power to charge a reasonable additional sum for distances under four miles.

Places between which the Highest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

	1st Single.	1st Return.	2nd Single.	2nd Return.	3rd Single.	3rd Return.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Belfast and Knock, 2¾ miles - - -	0 6	0 9	0 4	0 6	0 3	Not issued.
Knock and Dundonald, 2¼ miles - -	0 6	—	0 4	—	0 3	
Dundonald and Comber, 3 miles - -	0 6	—	0 4	—	0 3	
Saintfield and Ballynahinch Junction, 2½ miles	0 6	—	0 4	—	0 3	

Places between which the Lowest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

	1st Single.	1st Return.	2nd Single.	2nd Return.	3rd Single.	3rd Return.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Belfast and Newtownards, 13½ miles - -	1 4	2 0	1 0	1 6	0 9	1 0
Belfast and Donaghadee, 22 miles - -	2 0	3 0	1 6	2 3	1 0	1 6
Belfast and Ballynahinch, 21¼ miles - -	2 6	3 8	1 10	2 9	1 2	2 0

Are market tickets issued? If so, between what places, and at what proportion of the single fares?—Third class market tickets are issued between Downpatrick, Crassgar, Ballynahinch Junction, Ballynahinch, and Saintfield stations, at about a fare and a half, on the respective market and fair days of each of those places.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - Not run.

„ „ Ordinary passenger trains, including stoppages - - } 20 miles per hour.

„ „ Parliamentary „ „ „ - - }

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

Excursion tickets are issued from Belfast to the seaport of Donaghadee, on four days of the week, during the summer season, distance 22 miles.

Fares :—1st return, 2*s.* 2nd return, 1*s.* 6*d.* 3rd return, 1*s.*

Excursion tickets are issued from Belfast, to parties of workmen, at the following scale :—

For parties of 100 or less, single fares.

	Distance under 14 miles.	Distance over 14 miles.
For 100 to 200 - - -	8*d.* - - -	1*s.* 0*d.*
For 200 or more - - -	6*d.* - - -	0*s.* 10*d.*

Belfast and County Down Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.	Parcels.				
	Under 3 lbs.	3 lbs. to 13 lbs.	14 lbs. to 27 lbs.	28 lbs. to 56 lbs.	And for every 14 lbs. or fraction of 14 lbs. above 56 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles	0 3	0 3	0 4	0 6	0 $0\frac{1}{2}$
10 to 16 „	0 3	0 4	0 6	0 8	0 1
17 to 22 „	0 4	0 5	0 6	0 8	0 $1\frac{1}{2}$
23 to 33 „	0 4	0 6	0 8	0 10	0 2

Every fraction of a mile is counted as a mile.

These rates include delivery in Belfast within the Municipal Lamps, and within the Lamps of Ballymacarrett, or collection from Town Office (2, Donegal Street). Delivery to the distance of half a mile beyond the Lamps, 3*d.* extra.

Parcels must be delivered at the Parcels Booking Office, five minutes before the departure of each train.

Exceptions:—

Daily newspapers' parcels to all stations - - - - - 7*l.* per annum.
Tri-weekly newspapers' parcels to all stations - - - - 4*l.* „

By goods train:—

Small parcels not usually carried by goods trains, as all goods traffic on this line is subject to a minimum charge of 6*d.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former Returns.

	Average Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses	0 11	12 0
Do. 2 do.	0 $7\frac{3}{4}$	9 0
Do. 1 do.	0 $4\frac{1}{2}$	5 0
Two-wheeled carriages	0 $4\frac{1}{2}$	4 0
Four do. do.	0 $6\frac{1}{2}$	6 0
Dogs	0 $0\frac{1}{2}$ nearly.	0 4

What is the rate of insurance on horses exceeding the above-mentioned values?—5 per cent. over 50*l.*

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Our rates are not calculated at an uniform mileage rate. Short distances are charged for at a proportionately higher rate than long distances.

	Horses.			Carriages.		Dogs.
	One Horse.	*Two Horses.	*Three Horses.	Two Wheels.	Four Wheels.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles	5 0	9 0	12 0	4 0	6 0	0 4
10 to 16 „	6 0	10 0	15 0	6 0	9 0	0 6
17 to 22 „	7 0	11 6	16 0	7 0	10 0	0 9
23 to 33 „	8 0	13 0	18 0	8 0	12 0	0 9

Every fraction of a mile is counted as a mile.

* Being the property of one person. Persons in charge of horses travelling in the horse box, are charged half 3rd class fare only.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former Returns, for live stock carried by goods trains.

	Whole trucks.				Half Trucks.			Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
	Left to the discretion of the owners of the stock.	*d.*	*d.*	*s.*		*d.*	*d.*	*s.*				
Fat cattle		10	$4\frac{1}{2}$	5	4							
Lean cattle		10	$4\frac{1}{2}$	5	5							
Sheep		10	$4\frac{1}{2}$	5	15	$6\frac{3}{4}$	$2\frac{3}{4}$	3	—	Not used.		
Lambs		10	4	5	20							
Bacon pigs		10	$4\frac{1}{2}$	5	15							
Pork pigs		10	$4\frac{1}{2}$	5								
Horses in cattle trucks		—	—	8	-	-	-	Rates herewith.	*See* next page.			

Belfast and County Down Railway.—Inquiry No. 8.—*continued.*

Rates for Dealers' Horses in Cattle Waggons.

General Rate.	——	Half Waggon, for Three or less.	Three-quarter Waggon, for Four.	Whole Waggon, for Five or more.
		s. d.	*s. d.*	*s. d.*
1 to 8 miles -	Belfast and Comber -	6 0	7 0	8 0
	„ Newtownards	6 0	7 0	8 0
	„ Groomsport -	7 0	9 0	10 0
	„ Donaghadee -	8 0	11 0	14 0
9 to 16 „ -	„ Ballygowan -	7 0	8 0	9 0
	„ Saintfield -	7 0	8 0	9 0
17 to 20 „ -	„ Junction -	8 0	9 0	10 0
	„ Ballynahinch	8 0	10 0	12 0
21 to 25 „ -	„ Crossgar -	8 0	11 0	14 0
26 to 29 „ -	„ Down -	9 0	12 6	15 0
29 to 32 „ -	- - - -	10 0	13 6	16 0
33 to 36 „ -	- - - -	11 0	14 6	17 0

Name the stations between which the Highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.

Belfast and Comber, 8 miles,—6*s.* 8*d.* per whole truck, 4*s.* 6*d.* per half truck.

Name the stations between which the Lowest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.

Belfast and Ballynahinch, 22 miles,—8*s.* per whole truck, 5*s.* per half truck.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Cattle and implements conveyed free going, and returning free, if unsold.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former Returns, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

——	1840, not opened.	Opened to Newtownards 1850 and to Downpatrick 1859.	1865.
	d.	*d.*	*d.*
Single passenger fares, 1st class - - - -	- - -	1·45	1·56
„ „ 2nd class - - - -	- - -	1·02	1·12
„ „ 3rd class - - - -	- - -	0·70	0·72
Horses by passenger trains - - { 3 horses	- - -	10½	11
{ 2 „	- - -	7½	7¾
{ 1 „	- - -	4¼	4½
Four-wheeled carriages - - - - - -	- - -	6¼	6½
Parcels - - - - - - -	- - -	—	—
		Truck. Half Truck.	Truck. Half Truck.
		d. *d.*	*d.* *d.*
Oxen, carried by truck only - per truck per mile	- - -	6¼ 4	5¾ 3½
Sheep „ „ - - „ -			
Fish - - - - - - per ton	- - -	No general rate.	No general rate.*
		d.	*d.*
Coal - - - - - - - „	- - -	1½	1¼
Bricks - - - - - - - „	- - -	1½	1¼
Manure - - - - - - - „	- - -	1½	1¼
Iron ore - - - - - - - „	- - -	Not carried.	Not carried.
Bar iron - - - - - - - „	- - -	2	2
Iron castings - - - - { heavy „	- - -	2¾	3
{ light „	- - -	3½	4
Stone - - - - - - - „	- - -	1½	1¼
Lime - - - - - - - „	- - -	1½	1¼
Salt - - - - - - - „	- - -	1½	1¼
Grain - - - - - - - „	- - -	2	2
Flour - - - - - - - „	- - -	2	2
Timber - - - - - - - „	- - -	2	2
Hay - - - - - - - „	- - -	Not carried.	Not carried.
Potatoes - - - - - - - „	- - -	2	2
Mangold wurzel - - - - - - „	- - -	2	2
Goods generally, of the { mineral class or Irish 1st class	- - -	1½	1¼
kind now included by { 1st „ do. 2nd „	- - -	2	2
the English Clearing { 2nd „ do. 3rd „	- - -	2½	2½
House under the - { 3rd „ do. 4th „	- - -	2¾	3
{ 4th „ do. 5th „	- - -	3½	4
{ 5th „ do. 6th „	- - -	- - -	4½

* No distance on this line exceeds 33 miles.

BRISTOL AND EXETER RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Bristol and Exeter Main Line.	Bristol to Exeter - - -	75½ miles.
Clevedon Branch - - - - - - - -		4 „
Weston „ - - - - - - - -		1¼ „
Yeovil „ - - - - - - - -		19 „
Tiverton „ - - - - - - - -		5 „
West Somerset Railway.	Norton near Taunton to Watchet - -	14½ „
		119¼

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to to Distance for Distances beyond 50 Miles.	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1½*d.*	4 tons	12 miles	1½*d.*	1*d.*	It varies according to circumstances.	Yes	It varies according to circumstances.	Yes.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

4. If not, state the nature of the exceptions. — When this class of traffic is only occasionally carried, and in irregular quantities.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Yes.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours.

9. What charge do you make for demurrage of waggons? — 4*s.* per diem.

Bristol and Exeter Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1¼*d.*	4 tons	12 miles	1*d.*	½*d.*	It varies according to circumstances.	Yes.

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? No.

12. If not, state the nature of the exceptions. Where this class of traffic is only occasionally carried, and in irregular quantities.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Yes.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified tim ? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes.

18. Are junctions considered as stations for this class of traffic? No.

19. If not, state the exceptions? Where station accommodation is not provided.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? The contracting company deliver to the forwarding company, the latter company treating the traffic as local traffic.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? No.

Bristol and Exeter Railway—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

The tolls, rates, and duties chargeable under the Act of Incorporation, 1836, 6 W. 4. c. 36., and under all subsequent Acts relating to the company, down to that of 1863, 26 Vict. c. 60., were repealed by Sect. 60 of the last-named Act, by which the tolls and rates were assimilated and made uniform over the main line and branches. The provisions now in force, as required, are in—

26 Vict. c. 60.—Bristol and Exeter Railway Act, 1863, Sect. 61, et seq.

Similar tolls and rates are also chargeable under their respective Acts for the following branches in course of construction by this company:—

24 & 25 Vict. c. 243., 1861
25 Vict. c. 21., 1862 } Chard and Taunton Railway, and 26 Vict. c. 60., as above.

27 & 28 Vict. c. 181.—Cheddar Valley and Yatton Railway Act, 1864, Sect. 19, and 28 Vict. c. 97., 1865.

Lines in course of construction, and which when completed are to be worked by this company:—

26 & 27 Vict. c. 107.—Bristol and Portishead Pier and Railway Act, 1863.

27 & 28 Vict. c. 307.—Devon and Somerset Railway Act, 1864, and 28 Vict. c. 42., 1865.

28 Vict. c. 122.—Brean Down Harbour Railways Act, 1865.

28 Vict. c. 132.—Tiverton and North Devon Railway Act, 1865.

28 & 29 Vict. c. 317.—Minehead Railway Act, 1865.

LONDON AND BLACKWALL RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

6 & 7 Will. 4. c. 123. [1836.]
2 & 3 Vict. c. 95. [1839.]
5 Vict. c. 34. [1842.]
8 & 9 Vict. c. 203. [1845.]
9 & 10 Vict. c. 273. [1846.]
11 & 12 Vict. c. 90. [1848.]
14 Vict. c. 28. [1851.]
18 & 19 Vict. c. 90. [1855.]
23 & 24 Vict. c. 123. [1860.]
28 & 29 Vict. c.[116.] London, Blackwall, and Millwall Extension Railway Act, 1865.

ULSTER RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

	Miles.	Chains.
The Ulster Railway.—From Belfast to Clones - - - - - -	64	40
The Portadown, Dungannon, and Omagh Railway.—From Portadown to Omagh	41	20
The Banbridge, Lisburn, and Belfast Junction Railway.—From Banbridge to the Knockmore Junction - - - - - - -	15	24
	121	4

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 8*d.*	3 tons	6 miles	1½*d.*	1½*d.*	Included in the foregoing charges, but is varied according to circumstance s.		Loading and unloading is performed by the sender and consignee; if done by the company only actual payments for this service are charged.	
Cannel				1½*d.*	1½*d.*				
Chromate ores				1½*d.*	1½*d.*				
Cinders				Do.	Do.				
Clay				Do.	Do.				
Coal				1½*d.*	1½*d.*				
Coke				Do.	Do.				
Compost				1½*d.*	1½*d.*				
Coprolites, *for manure*				Do.	Do.				
Culm				1½*d.*	1½*d.*				
Draining pipes and tiles (*com. for agricultural draining*).				1½*d.*	1½*d.*				
Dross				Do.	Do.				
Fire bricks and clay				Do.	Do.				
Flagstones				Do.	Do.				
Granite, *undressed*				Do.	Do.				
Gravel				Do.	Do.				
Iron ore				Do.	Do.				
Iron, *pig*				Do.	Do.				
Iron stone				Do.	Do.				
Lime and limestone				Do.	Do.				
Manure, *in bulk*				Do.	Do.				
Materials for road repairs.				Do.	Do.				
Peat				Do.	Do.				
Potter's earth				Do.	Do.				
Pyrites				Do.	Do.				
Salt, *rock and unmanufactured.*				1½*d.*	1½*d.*				
Salt, *in bulk*, including manufactured salt, when so carried.				1½*d.*	1½*d.*				
Sand				Do.	Do.				
Scoriæ				Do.	Do.				
Slag				Do.	Do.				
Slates, *common*				Do.	Do.				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*				Do.	Do.				
Sulphur ore				Do.	Do.				
Tiles				1½*d.*	1½*d.*				
Turf				1½*d.*	1½*d.*				
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions.

The exceptions are so very numerous that it is impossible to enumerate them in this return.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk in all cases.

6. If not, state in what respect you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

A clear day, unless under special circumstances, when a further reasonable time is allowed.

9. What charge do you make for demurrage of waggons?

3*s.* per day under Clearing House regulations, but it is rarely enforced.

Ulster Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement. [Same Table as (A.)]

No waggons belonging to private owners are being used on the Ulster Railway.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	The junctions are at stations in all cases.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given.	Local charges are made to the junction stations, and goods are either passed by transhipment or in the waggons as mutually convenient for the companies.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy Tolls and Rates on the lines included in your former return.

6 William IV. c. 33.	[1836.]	Ulster Line (Belfast to Clones).
8 & 9 Vict. c. 114.	[1845.]	
18 Vict. c. 53.	[1855.]	
22 & 23 Vict. c. 41.	[1859.]	
10 & 11 Vict. c. 153.	[1847.]	Portadown, Dungannon, and Omagh Line (Portadown to Omagh).
19 Vict. c. 18.	[1856.]	
20 & 21 Vict. c. 120.	[1857.]	
23 & 24 Vict. c. 121.	[1860.]	
21 Vict. c. 46.	[1858.]	Banbridge, Lisburn, and Belfast Line (Knockmore Junction to Banbridge).
25 & 26 Vict. c. 108.	[1862.]	

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former Returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	No Express Fares charged						2·01	3·02	1·52	2·37	0·98	1·68	0·98	1·68
Highest - - -							2·66	4·0	1·77	2·66	1·0	1·75	1·0	1·75
Lowest - - -							1·87	2·80	1·33	2·13	0·93	1·47	0·93	1·47
Maximum fares allowed by Act of Parliament.							3	—	2	—	1	—	1	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

		Single.	Return.
		s. *d.*	*s.* *d.*
Belfast and Balmoral Stations, 2 miles 24 chains	First-class fares - - - - - -	0 6	0 9
	Second-class fares - - - - -	0 4	0 6
Belfast and Lurgan Stations, 20 miles	Third-class fares - - - - - -	1 8	2 11
	Parliamentary fares - - - - - -	1 8	2 11

Ulster Railway.—Inquiry No. 5.—*continued.*

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

		Single.	Return.
		s. d.	*s. d.*
Belfast and Lisburn Stations.—7 miles 44 chains	First-class fares	1 2	1 9
	Second-class fares	0 10	1 4
	Third-class fares	0 7	0 11
	Parliamentary fares	0 7	0 11

Are market tickets issued? If so, between what places, and at what proportion of the single fares?
On Saturdays only.

From Lurgan Station to Belfast and back, 20 miles each way } Third class, 1*s.* each. Single third-class fares—1*s.* 8*d.* each.
From Moira Station to Belfast and back, 14½ miles each way } Do. 9*d.* „ Do. do. —1*s.* 2*d.* each.
From Lisburn Station to Belfast and back, 7 miles 44 chains each way } Do. 6*d.* „ Do. do. — 7*d.* each.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages	No express trains run.
„ „ ordinary passenger trains	23¾ miles per hour.
„ „ parliamentary	20 do.

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

During the summer season of 1866 excursion tickets were issued on Saturdays by the 10.30 a.m. up ordinary train from Belfast to Dublin at the following average fares per mile, viz.:—

First Class, 1·11*d.* Second Class, 0·85*d.* Third Class, 0·56*d.*

but on the average only 3 first class, 3½ second class, and 18½ third-class passengers travelled per train.

These trains were run at an average speed, including stoppages, of 19 miles per hour, and during the same period third-class excursion trains were arranged to run fortnightly both ways between Belfast and Clones, and Belfast and Omagh, at an average speed, including stoppages, of about 22 miles per hour, and carried on the average per train between Belfast and Clones 506 passengers at an average fare of 0·25*d.* per mile, and between Belfast and Omagh 441 passenger at an average fare of 0·26*d.* per mile.

Special excursion trains for work people are also run from Belfast to stations in the country at the following scale of fares, viz.:—

	For Parties of from 100 to 200.	For Parties of 200 and upwards.
	s. d.	*s. d.*
To stations up to 17½ miles	0 8	0 6
Do. 20 „	1 0	0 10
Do. 43 „	1 6	1 3

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Parcel Rates by Passenger Trains.

Distance.	2 to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 43 lbs.	44 to 56 lbs.	Every further 14 lbs., or part of 14 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles	0 3	0 4	0 4	0 5	0 6	0 1
10 to 25 „	0 4	0 5	0 6	0 7	0 8	0 2
26 to 52 „	0 5	0 6	0 8	0 9	0 11	0 2
53 to 75 „	0 8	0 9	0 10	1 0	1 4	0 3

Parcel or "Smalls" Rates by Goods Trains.

Distance.	28 lbs. each, and under.	Above 28 lbs., and not exceeding 56 lbs.	Above 56 lbs. up to 112 lbs.
	s. d.	*s. d.*	*s. d.*
For 4 miles and under	0 4	0 4	0 4
Above 4 miles and up to 14 miles	0 6	0 6	0 6
„ 14 „ 36 „	0 6	0 8	0 8
„ 36 „ 40 „	0 6	0 9	1 0
„ 40 „ 43 „	0 8	0 10	1 0
„ 43 „ 52 „	1 0	1 0	1 0
„ 52 „ 65 „	1 0	1 3	1 6

Ulster Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

Horse boxes containing 3 horses, not exceeding £50 each in value.

Do. 2 do. do.

Do. 1 do. do.

Two-wheeled carriages - - - -

our do. do. - - - -

Dogs - - - - - -

HORSE, CARRIAGE, AND DOG RATES.

Distances.	Horses.			Carriages.		Dogs.
	One.	Two.	Three.	2 wheels.	4 wheels.	Each.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1 to 10 miles -	5 0	7 6	10 0	5 0	7 6	0 4
11 „ 15 „ -	6 0	9 0	12 0	6 0	9 0	0 6
16 „ 20 „ -	7 0	10 6	14 0	7 0	10 6	0 8
21 „ 25 „ -	8 0	12 0	16 0	8 0	12 0	0 10
26 „ 30 „ -	9 0	13 6	18 0	9 0	13 6	1 1
31 „ 36 „ -	10 0	15 0	20 0	10 0	15 0	1 3
37 „ 40 „ -	12 0	18 0	24 0	12 0	18 0	1 4
41 „ 45 „ -	14 0	21 0	28 0	14 0	21 0	1 6
46 „ 50 „ -	15 0	22 6	30 0	15 0	22 6	1 8
51 „ 55 „ -	16 0	24 0	32 0	16 0	24 0	1 9
56 „ 60 „ -	18 0	27 0	36 0	18 0	27 0	1 11
61 „ 66 „ -	20 0	30 0	40 0	20 0	30 0	2 0
67 „ 70 „ -	21 0	31 6	42 0	21 0	31 6	2 2
71 „ 75 „ -	22 0	33 0	44 0	22 0	33 0	2 4

What is the rate of insurance on horses exceeding the above-mentioned values?
Five pounds per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
Mileage scale of charges given to previous questions.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
	Senders of live stock may load as many animals in each truck as they think fit.	*d.*	*d.*	*s.* *d.*		*d.*	*d.*	*s.* *d.*				
Fat cattle - -					4	3·7	3·2	3·4				
Lean cattle - -					6	3·7	3·2	3·4				
Sheep - - -					15	3·7	3·2	3·4				
Lambs - - -		10·66	5·58	6 8	20	3·7	3·2	3·4	The Ulster Company have no double sheep vans.			
Bacon pigs - -					15	3·7	3·2	3·4				
Pork pigs - -					20	3·7	3·2	3·4				
Horses in cattle trucks -					5	7·5	7·5	3·9				

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.
Between the Belfast and Lisburn stations. 7 miles 44 chains = 6*s.* 8*d.* per waggon = 10·66*d.* per truck per mile.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
Between the Belfast and Clones stations. 64 miles 40 chains = 30*s.* per wagon = 5·58*d.* per truck per mile.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
Cattle are conveyed over these railways for exhibition at any of the Royal Agricultural Society's shows at the ordinary rates, and are conveyed back free of charge on the certificate of the Secretary of the Society, that they are still the property of the exhibitors, otherwise they are charged the full rates.

Ulster Railway—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
Single passenger fares, 1st class	We are unable to refer to any accounts or charges for the conveyance of traffic in the year 1840.	We are unable to refer to any accounts or charges for the conveyance of traffic in the year 1850.	For details of charges in 1865 see previous returns.
„ „ 2nd class			
„ „ 3rd class			
Horses by passenger trains — each			
Four wheeled carriages — „			
Parcels			
Oxen — per head			
Sheep — „			
Fish — per ton			
Coal — „			
Bricks — „			
Manure — „			
Iron ore — „			
Bar iron — „			
Iron castings — „			
Stone — „			
Lime — „			
Salt — „			
Grain — „			
Flour — „			
Timber — „			
Hay — „			
Potatoes — „			
Mangold wurzel — „			
Goods generally, of the kind now included by the clearing-house — under the 1st class			
„ 2nd „			
„ 3rd „			
„ 4th „			
„ 5th „			

BELFAST AND NORTHERN COUNTIES RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths

Belfast and Northern Counties Railway	100 miles.
Carrickfergus and Larne	15 ,,
Londonderry and Coleraine	36 ,,
	151 ,,

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 0*d.*	5 tons	10 miles.	About 1*d.*	About 1*d.* per mile.	We have no defined charge for terminal or station accommodation.	Terminal and station accommodation is included in charges given.	We never load or unload this description of traffic.	
Cannel	See Coal.								
Chromate ores	Do not carry any.								
Cinders	See Coal.								
Clay	Do not carry any.								
Coal	1*s.* 0*d.*	5 tons	7 miles.	About 1¼*d.*	1*d.* per mile.				
Coke	Do not carry any.								
Compost	Do not carry any.								
Coprolites, *for manure*	Do not carry any.								
Culm	Do not carry any.								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 6*d.*	5 tons	10 miles.	About 1½*d.*	1*d.* ,,				
Dross	Do not carry any.								
Fire bricks and clay	See Bricks.								
Flagstones	Do not carry any.								
Granite, *undressed*	1*s.* 2*d.*	5 tons	14 miles.	1*d.*	1*d.* ,,				
Gravel	Do.	5 tons	14 miles.	1*d.*	1*d.* ,,				
Iron ore	1*s.* 7*d.*	5 tons	15 miles.	Only carried from one place.					
Iron, *pig*	Do not carry any.								
Iron stone	Do not carry any.								
Lime and limestone	1*s.* 5*d.*	5 tons	13 miles.	About 1*d.*	About 1*d.* pr. mile				
Manure, *in bulk*	Do not carry any.								
Materials for road repairs.	Do not carry any.								
Peat	Do not carry any.								
Potter's earth	Do not carry any.								
Pyrites	Do not carry any.								
Salt, *rock, and unmanufactured.*	Only carried in owner's waggons.								
Salt, *in bulk*, including manufactured salt, when so carried.	1*s.* 6*d.*	5 tons	10 miles.	About 1½*d.*	1*d.* ,,				
Sand	1*s.* 0*d.*	Do.	10 miles.	About 1*d.*	About 1*d.* ,,				
Scoriæ	Do not carry any.								
Slag	Do not carry any.								
Slates, *common*	2*s.* 0*d.*	5 tons	10 miles.	About 1½*d.*	About 1½*d.* ,,				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.* 2*d.*	Do.	14 miles.	1*d.* ,,	1*d.* ,,				
Sulphur ore	Do not carry any.								
Tiles	2*s.* 0*d.*	5 tons	10 miles.	About 1½*d.*	About 1½*d.* ,,				
Turf	Do not carry any.								
Zinc ore	Do not carry any.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

4. If not, state the nature of the exceptions.

I have endeavoured to give a fair average, but the rates given will not apply in all cases.

The following are a few of the exceptions :—

Coals.—Derry to Coleraine, 33 miles, 2*s.* per ton; Belfast to Ballymoney, 54 miles, 4*s.* per ton.

Gravel and Sand.—Toome to Belfast, 36 miles, 2*s.* per ton.

Freestone.—Cookstown to Belfast, 54 miles, 3*s.* 6*d.* per ton.

Broken stones.—Castlerock to Londonderry, 28 miles, 1*s.* 9*d.* per ton.

Belfast and Northern Counties Railway.—Inquiry No. 1.—*continued.*

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours is the time allowed, but it is generally detained longer, and it is with great difficulty we can obtain any charge for demurrage.

9. What charge do you make for demurrage of waggons? — Three shillings per diem.

(B.) In Owners' Waggons.

For the whole of the articles included in this list see Table (A.), except Salt *in bulk*.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

[Same Table as (A.)]

Name of Article.	(a.)			(b.)		(c.)	
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
Salt, *rock, and unmanufactured.*	10*d.*	5 tons - -	9 miles - -	We only carry salt rock from Duncrue to Belfast.			

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — We only carry salt rock in owners' waggons.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — Yes.

15. And to return the empty waggons within a specified time? — Yes.

And if so, in what time? — The same day as loaded.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Through charges are made with the companies named, but we have no junction with any other lines.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

Belfast and Northern Counties Railway.—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Alabaster	2 0	Any quantity that at Tonnage Rates would not produce the minimum charge.	8 miles.	These vary so much that I attach a list of all the rates from Belfast, with the distances to each place.		Included in rates.	Yes.	Included in rates.	No.	Never done by the owners.
Alkali	2 0									
Alum and alum cake	2 6									
Anchors	1 6									
Asphaltum	2 0									
Asphalte apparatus *when sent with asphalte.*	2 0									
Axles, wheels, and tyres, *railway*	2 6									
Axles, *Bessemer made*	2 6									
Axles, wheels, and tyres, *steel, at owners' risk.*	2 6									
Baggage, *military*	3 0									
Bar wood	2 0									
Bark (tanners') *packed*	2 6									
Barley	2 0									
Barytes	1 6									
Baywood	2 6									
Beans	2 0									
Bessemer made shot	2 6									
Bessemer made armour plates	2 6									
Bessemer made rails	2 6									
Bessemer made ingots	2 6									
Bessemer made rough forgings	2 6									
Bleaching powder	2 0									
Blocks, *rough cast steel horn*	2 6									
Bone ash	2 0									
Bone and horn waste, *in truck loads*	1 6									
Bones, *calcined*	2 0									
Bones, *common, for size or manure*	2 0									
Borings, *iron*	3 0									
Bran	2 0									
Brimstone	2 6									
Builders' implements, *ladders, planks, scaffold poles, &c.*	2 0									
Burr stones	1 6									
Cannon balls	2 0									
Cement	2 0									
Cement stone	2 0									
Chains, *large, loose*	2 0									
Chalk	2 0									
Charcoal, *packed*	2 0									
Charcoal, *animal*	2 0									
Charubs or locusts, *actual weight*	2 6									
Chimney pots, *earthenware, at owners' risk.*	3 0									
China clay	1 6									
Clay retorts, *at owners' risk*	2 6									
Clog blocks, *rough*	2 6									
Coal dust, *in bags and casks*	1 6									
Coal tar and creosote, *in owners' trucks.*	2 6									
Cocoa nut refuse, *for manure*	2 0									
Copperas	2 6									
Copper ore	2 0									
Cordwood, *machine weight*	1 6									
Cullet, *in casks*	1 6									
Dari	1 6									
Deals, 2½ *tons per standard*	2 0									
Dills	1 6									
Disinfecting powder	2 6									
Drain pipes	2 6									
Earth nuts	2 6									
Emery stone	3 0									
Farina	1 6									
Felloes, naves, and spokes	2 6									
Fire-clay chimney cans, *at owners' risk.*	2 6									
Fire-clay vent linings, *at owners' risk.*	2 6									
Fire-clay ware, *not otherwise specified, at owners' risk.*	2 6									
Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	1 6									
Flints	1 6									
Flint, ground, *packed, in truck loads of 3 tons and upwards.*	1 6									
Flooring boards	2 0									
Flour	2 0									
Founders' dust, *packed*	No specific charge.									
Fullers' earth	1 6									
Fustic	2 6									
Gas and coal tar, and creosote, *in owners' trucks.*	2 6									

Belfast and Northern Counties Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 6	Any quantity that at Tonnage Rates would not produce the minimum charge.	8 miles.	These vary so much that I attach a list of all the rates from Belfast, with the distances to each place.		Included in rates.	Yes.	Included in rates.	No.	Never done by the owners.
Gas water	2 6									
Glue pieces, *wet*	2 6									
Grains, *brewers' and distillers'*	2 0									
Grain, flour, &c. (*See separate entries.*)	2 0									
Grindstones, *at owners' risk*	2 6									
Guano	2 0									
Gurdgeons	1 6									
Gypsum	2 0									
Hominy	2 0									
Hoopwood, *rough, in bundles*	No spec. ch.									
Ice, *in 4 ton lots (weight taken at starting point).*	3 0									
Indian corn	2 0									
Boiler plates, bars, and other undamageable iron.	2 0									
Forgings, *in the rough, not otherwise specified.*	2 6									
Iron retorts	2 6									
Scrap iron	2 0									
Iron spikes	2 0									
Lead ore	2 0									
Lathwood	2 6									
Lead, *pig*	2 6									
Leather shavings, *for manure*	1 6									
Mahogany	2 6									
Malt and meal	2 0									
Malt culms, *actual weight*	1 6									
Manganese	1 6									
Manures, *packed*	2 0									
Manure, *shoddy*	2 0									
Millet	1 6									
Muriate of potash	5 0									
Nitrate of soda	1 6									
Oats	2 0									
Ochre	2 6									
Oil cake	2 0									
Oil cake, *ground*	2 0									
Paddy or rice, *in the husk*	2 6									
Points and crossings, *railway*	No Rate.									
Patent fuel	2 0									
Peas, *dried*	2 6									
Pelts, *wet*	2 0									
Pipe clay	2 6									
Plaster	2 0									
Pollard	2 0									
Posts and rails *for fencing*	2 0									
Postwood, *machine weight*	1 6									
Pozzolano	1 6									
Propwood, *machine weight*	2 0									
Sleepers, *railway, machine weight*	2 0									
Rice flour and meal	2 6									
Ropes, *old, including wire ropes*	2 0									
Rye	2 0									
Sago flour	2 6									
Salt, *in bags*	1 6									
Salt, *manufactured*	1 6									
Salt cake	1 6									
Sanitary tubes	No Rate.									
Sash weights	3 0									
Satin white	3 0									
Sawdust	2 0									
Seeds, flax	2 6									
Seeds, linseed	2 6									
Seeds, rape	2 6									
Seeds *for crushing for oil*	2 6									
Sharps	2 0									
Shelling	2 0									
Soda	2 6									
Soda ash	2 6									
Soot	1 6									
Spelter	1 6									
Spetches, *wet*	1 6									
Staves	2 0									
Steel plates *for shipbuilding*	2 0									
Stone, *roughly wrought up—as troughs, sinks, &c.*	2 0									
Tares	2 0									
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	1 6									
Timber, *logs or baulks, by measurement.*	2 0									
Tyres (*See Axles and wheels*)	2 6									
Umber	2 6									
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water-cress, and all others, except as under.*	2 6									
Vegetables, *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes and turnips.*	2 6									
Vetches	2 6									
Wheat	2 0									
Wheels, *railway* (*See Axles*)	2 6									
Whiting	2 6									

Belfast and Northern Counties Railway.—Inquiry No. 2.—*continued.*

RATES of CHARGE for the CONVEYANCE of GOODS and MERCHANDISE from BELFAST STATION, BELFAST and NORTHERN COUNTIES RAILWAY.

(*On and after* 1*st November*, 1863, *until further notice.*)

To.	Per Ton. 1st Class.	2nd. Class.	3rd Class.	4th Class.	5th Class.	6th Class.	Distance.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	Miles.
Belfast	—	—	—	—	—	—	—
Greencastle	1 6	1 9	2 0	2 0	4 0	6 0	2½
Carrick Junction	2 0	2 6	3 3	3 6	6 6	9 9	6¾
Carrickfergus	2 8	2 8	2 8	2 8	5 4	8 0	9½
Kilroot	2 6	3 0	4 0	5 3	8 0	12 0	11½
Whitehead	2 0	2 9	3 6	3 9	7 0	10 6	14½
Ballycarry	2 6	3 0	4 0	5 3	8 0	12 0	16½
Larne	3 3	5 0	5 0	5 0	13 4	20 0	23
Ballynure road	2 0	2 9	3 6	3 9	7 0	10 6	10¾
Ballyclare and Doagh	2 0	2 3	3 0	3 9	6 0	9 0	13¾
Dunadry	2 6	3 0	3 9	5 0	7 6	11 3	18¾
Moylena	2 6	3 0	3 9	5 0	7 9	11 3	21
Antrim	3 0	3 6	4 6	5 0	9 0	13 6	21¾
Cookstown Junction	3 3	4 6	5 9	6 9	11 6	17 3	24¾
Randalstown	3 6	4 2	5 0	6 0	10 0	15 0	27
Toome Bridge	4 9	5 9	7 0	8 0	14 0	21 0	36
Cullybackey	4 6	6 6	8 0	9 0	16 0	24 0	36
Castledawson	5 3	7 6	8 6	10 0	17 0	25 6	41

To.	Per Ton. 1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	6th Class.	Distance.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	Miles.
Magherafelt	5 6	7 9	9 0	11 0	18 0	27 0	42½
Moneymore	6 3	8 3	9 6	12 0	19 0	28 6	49
Cookstown	6 9	9 0	10 6	13 0	21 0	31 6	53¾
Ballymena	4 6	5 9	7 0	8 0	14 0	21 0	33
Bellaghy	4 6	7 6	9 6	11 0	19 0	28 6	43
Ballymoney	4 6	8 9	11 0	13 0	22 0	33 0	53
Coleraine	5 0	9 9	11 9	13 9	23 6	35 3	61½
Portrush	9 0	11 3	13 0	15 3	26 0	39 0	68
Castlerock	8 0	10 6	12 6	15 0	25 0	37 6	66¼
Downhill	8 0	10 6	12 6	15 0	25 0	37 6	68½
Magilligan	8 0	10 6	12 6	15 0	25 0	37 6	71½
Bellarena	8 0	10 6	12 6	15 0	25 0	37 6	74½
Newton	8 0	10 6	12 6	15 0	25 0	37 6	82¼
Carrickhugh	8 0	10 6	12 6	15 0	25 0	37 6	82
Eglinton	8 0	10 6	12 6	15 0	25 0	37 6	87
Culmore	8 0	10 6	12 6	15 0	25 0	37 6	89½
Londonderry	7 6	10 0	12 0	14 0	24 0	36 0	94½

Goods classified at owners' risk to be charged 25 per cent. more than the above rates when conveyed at the companies' risk.

The carriage of goods is to be charged at the tonnage rates according to the classification, no less charge being made than the following, viz.:—For any distance under 25 miles, 6*d*; 25 to 40 miles, 9*d*; above 40 miles, 1*s*.

The rates do not include cartage either to or from the stations.

Any fractional part of a ¼ cwt. is to be charged as a ¼ cwt.; any fractional part of a penny to be reckoned as a penny; and any fractional part of a mile is to be reckoned as a mile.

The charges for storage will be—For every week or part of a week, after forty-eight hours, second class goods, 6*d*. per ton; third class goods, 9*d*. per ton; fourth class goods, 1*s*, per ton; fifth class goods, 1*s*. 6*d*. per ton; and sixth class goods, 2*s*. per ton.

When small packages of goods accompany other goods of a higher class they must be weighed and charged along with them. When they accompany other goods of a lower class they must be charged for at their actual weight in their own class, no less charge than 6*d*. being made. When they are from a different sender they must be charged separately.

When goods are liable to be charged in two classes according to the quantity forwarded, the charge at the higher rate is not to exceed that which would be made for a consignment of heavier weight entitled therefrom to be carried at the lower charge, but the latter calculation is in such instances to be applied.

RATES OF CHARGE FOR RETURNED EMPTIES.

1. All returned empties (excepting brewers' empties, vitriol bottles, empty sacks, and empty bottles), are to be charged by weight in 3rd class.

2. Brewers' returned empties are to be charged at the following rates:—

	d.
Quarter cask	1½ each.
Half cask	2 „
Barrel	3 „
Hogshead	4 „

3. Returned empty bottles, sacks, packs, and wrappers, are to be charged by weight in 2nd class.

4. Minimum charge, 2*d*.

The carriage of returned empties is to be prepaid except when they are of sufficient value to leave no doubt of their being released by consignees, but in no case must any money be paid out upon them.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

As near as may be having regard to competition and local circumstances.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?
5. If not, state in what respects you depart from this condition.

At company's risk, except by special agreement.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No; but we have goods trains daily to all stations.

7. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours. It is however much longer in practice.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

Forty-eight hours.

9. What charge for warehousing is made after the period has expired?

We have no specified charge.

10. What charge do you make for demurrage of waggons?

Three shillings per day, but rarely enforced.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes; no exceptions.

12. Are junctions considered as stations for the traffic of articles in this return?

Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

No exceptions.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

Through charges in all cases.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

Belfast and Northern Counties Railway.—Inquiry No. 2.—*continued.*

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Acetate of lime, *in casks*			1 6								
Acetate of soda			1 6								
Acetic acid, *in casks*			3 0								
Ale and porter, *in casks*			1 6								
Ammonia, *in casks or iron drums.*			1 6								
Antimony ore			1 6								
Anvils			1 6								
Apples			1 6								
Argols			1 6								
Arm and share moulds			1 6								
Ashes, *pot and pearl*			1 6								
Asphalte apparatus, *when not sent with asphalte.*			1 6								
Bagging, *Surat*			2 0								
Barilla			1 6								
Biscuit, *dog*			1 6								
Blubber			1 6								
Blocks, *bobbin*			2 6								
Boilers, *under 30 feet long*			1 6								
Bomb shells (not loaded)			No Rate.								
Bone and horn waste, *in less quantities than 3 tons.*			1 6								
Bones, *packed*			1 6								
Bottles, *black and green or common glass.*			1 6								
Broom and brush blocks			1 6								
Buffers, *railway*			1 6								
Canada plates			1 6								
Cannon			1 6								
Capstan bars			1 6								
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*			3 0								
Cattle food, *prepared*			1 6								
Chicory root			1 6								
Cider, *in casks*			2 6								
Clay retorts, at company's risk.			2 6								
Clog soles, *dressed*			3 0								
Clothes pegs, *packed*			No Rate.								
Clover seed, *at owner's risk.*			2 6								
Cobalt ore			1 6								
Cocoa-nut fibre or husk			2 0								
Cocoa-nut matting			2 6								
Cotton wool			3 0								
Crowbars			2 0								
Cutch			2 6								
Divi divi			2 6								
Doors, *in cases*			3 0								
Dyewoods, *not elsewhere specified.*			2 6								
Earthenware, *loose, at owner's risk, not less than 1 ton.*			2 6								
Earthenware bottles			2 6								
Epsom salts, *in casks*			2 6								
Esparto or Spanish grass, *not less than 2 tons per waggon.*			No Rate.								
Farina, *calcined*			1 6								
Fish, *i.e.*, thoroughly cured white herrings *in brine*			2 0								

Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.

8 miles.

This varies very much. See List of Rates herewith.

Included in rates.

Yes.

1*s.* to 1*s.* 6*d.*

No.

In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery including this toll.

No.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Flint, *ground, packed, under 3 tons.*			1 6								
Fustic, *ground or chipped*			2 6								
Gambier			2 6								
Gasometer sheets			2 6								
Gooseberries, *unripe*			3 0								
Grain and flour, &c., viz.:—											
Groats			2 0								
Pearl barley			2 0								
Pot barley			2 0								
Shudes			1 6								
Granite, *polished and dressed, in blocks.*			2 0								
Grease			2 6								
Greaves			2 6								
Grindstones, *at company's risk.*			2 6								
Gunny bags, *old*			2 0								
Gun stocks, *rough*			No Rate.								
Hides, kips, and sheepskins (*foreign*), *salted or in bales.*			2 6								
Hoofs and horns, *cow and ox, packed.*			2 6								
Hoops, wood and iron			2 6								
Horn tips, *packed*			2 6								
Ice, *packed*			3 0								
Ink, *in crates or casks*			3 0								
Iron bolts			2 0								
Iron bridge work, *of plates in parts not exceeding 30 feet, girders excepted.*			No Rate.								
Iron buoys, buckets, and cisterns.			2 6								
Iron, corrugated			2 0								
Iron cranework, *of plates in parts, not exceeding 30 feet.*			No Rate.								
Iron, galvanized			Do.								
Iron girders, *not exceeding 15 feet in length.*			2 6								
Iron hoops, sheets, or other damageable iron.			2 6								
Iron horse shoes and horse shoe bars.			No Rate.								
Iron masts, *ships, minimum one ton per waggon.*			Do.								
Iron nails			2 0								
Iron nuts			2 0								
Iron rivets			2 0								
Iron rolls, *cast or wrought, polished, packed or in bays, at owner's risk.*			No Rate.								
Iron shoe tips			2 6								
Iron spoutings and connections, *at owner's risk.*			2 6								
Iron studs			2 6								
Iron staples			2 6								
Iron tubing			2 6								
Iron washers			2 6								
Iron weights *for weighing*			3 0								
Iron wire, *not damageable*			2 0								
Iron wire, *galvanized*			2 0								
Jute			2 6								
Keys, *railway, wooden*			No Rate.								
Lancewood spars			2 0								
Laths, *in bundles*			2 6								
Lead ashes, *in bags*			No Rate.								
Lead, sheet and piping			2 6								
Lead, *red and white*			2 6								
Lime salt			No Rate.								
Linseed meal			2 0								
Litharge			2 6								
Logwood, *ground or chipped.*			2 6								
Marble, *in blocks*			2 6								
Metal *sheathing, new or old*			2 6								
Millboards			2 6								
Molasses			2 6								
Muriate of iron, *in casks*			1 6								
Mustard seed, *for grinding*			2 6								
Myrobolans			No Rate.								
Nickel ore			Do.								
Nitrate of lead			1 6								
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut			2 6								
Cod			2 6								
Cotton seed			2 6								
Lard			2 6								
Linseed			2 6								
Palm			2 6								
Pine			2 6								
Rapeseed			2 6								
Seal			2 6								
Train			2 6								
Whale			2 6								
Onions *in brine, in ton lots*			2 6								
Osiers and twigs, *green and wet.*			2 6								
	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.			8 miles.	This varies very much. See List of Rates herewith.	Included in rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Paper, coarse, *for wrapping goods or printing newspapers.*			2 6								
Paper, *waste*			2 6								
Paraffin *wax*			1 6								
Pasteboard			1 6								
Pears, *common*			2 6								
Perry, *in casks*			2 6								
Pitch			2 6								
Pumice stone			2 6								
Putty			2 6								
Quercitron bark			2 6								
Rags			2 0								
Railway springs			No Rate.								
Rice			2 6								
Rosin			2 6								
Rottenstone			2 6								
Saltpetre			2 6								
Scrap steel			2 0								
Seal skins, *wet and salted*			2 6								
Seeds, *agricultural, at owner's risk.*			2 6								
Sheep skins, *in casks*			2 6								
Sheep wash, *in casks*			3 0								
Shovel moulds			No Rate.								
Shumac			2 6								
Silicate of soda			2 6								
Size, *in casks*			3 0								
Skins, *in casks*			2 6								
Slate slabs, *not in cases, at owner's risk.*			2 0								
Slate slabs, *in cases*			2 0								
Soap			2 6								
Spade trees			2 6								
Split peas			2 6								
Stannite of soda			No Rate.								
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*			Do.								
Stearine			Do.								
Steel, *blistered*			2 0								
Stone, *carved for building purposes, at owner's risk*			2 0								
Sugar (*raw or refined*), *in casks and bags.*			2 6								
Sulphate of alumina			No Rate.								
Sulphate of copper			Do.								
Sulphate of soda			Do.								
Sulphate of zinc			Do.								
Syrup			2 6								
Tallow			2 6								
Tar			2 6								
Terra japonica			3 0								
Tiles, *ornamental, encaustic, and tesselated.*			1 6								
Tiles, *roofing, ridge, paving (quarries), at company's risk.*			1 6								
Tin, *in blocks, ingots, and boxes.*			2 6								
Treacle			2 6								
Turntables, *in parts*			No Rate.								
Valonia			2 6								
Vegetables, 1 *ton and under 3 tons, including all kinds except as follows:*—											
Vegetables, viz.:— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			2 6								
Verjuice, *in casks*			No Rate.								
Vinegar, *in casks*			2 6								
Vitriol stone			No Rate.								
Washing powder and paste			2 6								
Woad			No Rate.								
Wood acid, *in casks*			2 6								
Woods, viz.:— Boxwood			2 6								
Camwood			2 6								
Cedar			2 6								
Ebony			2 6								
Firewood, *prepared, less than 3 tons.*			2 6								
Lignum vitæ			2 6								
Luna wood			2 6								
[illegible]ple			2 6								
[illegible]ngua			2 6								
[illegible]ood			2 6								
[illegible]od			2 6								
[illegible]d			2 6								
[illegible]			2 6								
			2 6								
			2 6								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.*			s. d. 5 0								
Air stoves			3 0								
Albumen			No Rate.								
Ale and porter, *bottled, in cases, casks, and hampers.*			3 0								
Alkanet root			No Rate.								
Alizaine			Do.								
Aloes, *in casks*			3 0								
Alva marina or dry sea weed, *for upholsterers' purposes.*			No Rate.								
Annatto			Do.								
Archil			Do.								
Arrowroot			3 0								
Arsenic			3 0								
Bacon and hams, *packed*			2 6								
Bagging			2 0								
Baking powder			2 6								
Bark, *tanners', loose*			2 6								
Bass mats			2 6								
Bedsteads, *common wood*			5 0								
Bedsteads, *iron, in cases or bundles.*			2 6								
Beef, *in casks*			3 0								
Besoms, *birch*			2 6								
Bichrome			No Rate.								
Biscuit			3 0								
Blacking			2 6								
Black lead			2 6								
Bladders, *in casks*			2 6								
Boilers, *under 1 ton in 1 waggon.*			Special Agreement.								
Boilers, 30 *feet and under 45 feet.*			Special Agreement.								
Bone flats			Not carried.								
Bones, *loose, other than for size or manure.*			2 0								
Boracic acid			5 0								
Borax			No Rate.								
Brass			3 0								
Brass *scrap*			3 0								
Brass wire			3 0								
Bread			3 0								
Bricks, *Bath or Flanders*			2 6								
Broom and mop handles			2 6								
Buckles, *brass*			2 6								
Bump			No Rate.								
Butter, *in casks or boxes*			2 6								
Camata			No Rate.								
Camatina			Do.								
Canary seed			2 6								
Candles, *except wax*			2 6								
Candlewick			2 6								
Canvas			2 6								
Cardamoms, *in casks*			No Rate.								
Carpeting			3 0								
Caraway seed			2 6								
Carriage and cart springs, axles, and steps.			2 6								
Catsup, *in casks*			3 0								
Chain harrows			5 0								
Chains and traces, *in casks*			2 0								
Chains, *small, not exceeding ½ inch, loose.*			2 0								
Cheese, *packed*			3 0								
Chicory, *prepared*			2 6								
Chimney pots, *earthenware, at company's risk.*			2 6								
China, *in casks or crates*			5 0								
Chocolate			2 6								
Cider, *bottled, in cases, casks, or hampers.*			3 0								
Clod crushers			5 0								
Clover seed, *at company's risk.*			3 0								
Cocoa			2 6								
Cocoa nuts			2 6								
Codilla			2 6								
Coffee			2 6								
Confectionery, *in hogsheads*			2 6								
Copper			2 6								
Copper coin			2 6								
Copper *scrap*			2 6								
Cordage			2 6								
Coriander seed			3 0								
Cotton twist			3 0								
Cotton waste			2 6								
Cranberries			No Rate.								
Cranework *of wood, and damageable iron, in parts.*			Do.								
Crematine			Do.								
Crucibles, *at owner's risk*			Do.								
Cudbear			2 6								
Currants, *grocers'*			2 6								
Dates			3 0								
Disinfecting fluid, *in casks or tins.*			No Rate.								
Drugs *in casks or bales*			3 0								
Drysalteries, *not elsewhere specified, in casks.*			2 6								
Dyes, *liquid, in casks*			2 6								
Earthenware, *in casks and crates.*			2 6								

Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.

8 miles.

This varies very much. See List of Rates herewith.

Included in Rates.

Yes.

1*s.* to 1*s.* 6*d.*

No.

In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.

No.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates
			s. d.								
Edge tools			3 0								
Eggs, *in crates or boxes*			2 6								
Emery			3 0								
Emery paper			3 0								
Engines, *steam, portable, weighing 3 tons and upwards.*			No Rate.								
Felspar			Do.								
Felt			2 0								
Figs			3 0								
Files			3 0								
Filters, stoneware			2 6								
Fire-clay ware, *at company's risk, viz.:—*			No Rate.								
Chimney cans, vent linings, and other fire-clay ware *unspecified.*											
Fire engines, *steam or otherwise, 3 tons or upwards.*			Do.								
Fish:—											
Thoroughly cured red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*			2 0								
Shellfish, *at owner's risk*			3 0								
Cockles			3 0								
Limpets			3 0								
Mussels			3 0								
Periwinkles			3 0								
Whelks			3 0								
Flax			3 0								
Flax straw, *at owner's risk; 30 cwt. per waggon minimum.*			No Rate.								
Flax waste			2 0								
Flocks			2 6								
Forges, *portable*			No Rate.								
Frying pans			3 0								
Garancine			No Rate.								
Ginger			3 0								
Ginger beer			2 0								
Glass beads, *in casks or cases.*			No Rate.								
Glass, flint, *at sender's risk*			3 0								
Glass, crown, *in boxes and crates, at sender's risk.*			3 0								
Glass, window and rough plate, *at sender's risk.*			2 6								
Glue			2 6								
Glue pieces, *dry*			2 6								
Goat's hair			No Rate.								
Granilla			2 0								
Granite, *polished and dressed, in cases.*			3 0								
Grapes, foreign, *as imported, at owner's risk.*			3 0								
Gums *of all sorts*			3 0								
Gun barrels, *rough*			No Rate.								
Gutta percha, *unmanufactured.*			3 0								
Hair, *plasterers'*			2 6								
Hammer heads			No Rate.								
Hammer shafts			Do.								
Hardware			2 6								
Hay, *hydraulic pressed*			3 0								
Hay—*station to station, at owner's risk—30 cwt. per waggon, minimum.*			Cattle Rates								
Hearth rugs			5 0								
Hemp			3 0								
Hemp seed			2 6								
Hemp warps, *packed*			3 0								
Hides, kips, and sheepskins, *green or market, at owner's risk.*			2 6								
Hoes			3 0								
Hogsheads, *not being returned empties.*			3 0								
Hoofs and horns, *cow and ox, loose.*			2 6								
Horn tips, *loose*			2 6								
Hurdles, *iron or wood*			2 6								
Ice, *loose*			3 0								
India rubber			3 0								
Iron buckles			2 6								
Iron hinges			2 6								
Iron holloware, *in hogsheads.*			2 6								
Iron liquor			3 0								
Iron palisades			3 0								
Iron safes			3 0								
Iron screws			2 0								
Iron spoons			2 6								
Iron wire, *bright*			2 6								
Ivory black			5 0								
Japan and tin ware, *in casks or cases.*			3 0								
Kelp			2 6								
Lac, *of all sorts*			3 0								

Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.

8 miles.

This varies very much. See List of Rates herewith.

Included in Rates.

Yes.

1*s.* to 1*s.* 6*d.*

No.

In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.

No.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Lard, *in casks, boxes, and tins.*			2 6								
Lasts, *packed*			3 0								
Leather, *undressed*			2 6								
Lemonade			2 0								
Lemons			3 0								
Lemon juice			3 0								
Lemon peel, *in casks*			3 0								
Locks			2 6								
Locomotive tubes			2 6								
Machinery, *heavy*			3 0								
Madders			No Rate.								
Malt crushers			3 0								
Marble, *in cases*			3 0								
Marble, *sawn into slabs, but cemented together.*			3 0								
Mastic			3 0								
Matches, *wood splints for, packed.*			No Rate.								
Matchetts			Do.								
Mats and matting (*except cocoa-nut matting*).			2 6								
Mexican fibre			2 6								
Millstones			3 0								
Mineral water, *in casks*			2 0								
Mohair			3 0								
Moss, *in bales*			3 0								
Mungo			No Rate.								
Munjeet			Do.								
Naphtha, *in casks or iron drums.*			2 6								
Netting, *fishing and garden, in bales.*			3 0								
Nickel			No Rate.								
Nuts			3 0								
Oakum			2 6								
Oils, *in casks and iron drums, not otherwise specified.*			2 6								
Old clothes			2 6								
Onions, *in brine, less than 1 ton.*			No Rate.								
Oranges			3 0								
Orchilla weed			No Rate.								
Osiers and twigs, *brown*			2 6								
Osnaburgs			2 6								
Oxalic acid			7 6								
Paints and colours, *in casks*			2 6								
Palm leaves			No Rate.								
Paper hangings			3 0								
Pearl shells			No Rate.								
Pelts, *dry*			3 0								
Perry, *bottled, in cases, casks, or hampers.*			3 0								
Piassava			No Rate.								
Picker bends			Do.								
Pins, *metal, in boxes*			2 6								
Pipes, *empty, not being returned empties.*			3 0								
Pork, *in casks*			2 6								
Prussiate of potash			2 6								
Potatoes, *preserved*			2 0								
Powder blue			3 0								
Printing machines, *at owner's risk.*			3 0								
Provisions, *salt*			2 6								
Prunes			3 0								
Puncheons, *new, empty*			3 0								
Quicks, shrubs, and trees			2 6								
Rabbit skins, *undressed*			3 0								
Raisins			3 0								
Ridges, *not declared at owner's risk.*			No Rate.								
Ropes, *new, including wire ropes.*			3 0								
Sad irons			2 6								
Safety boxes			No Rate.								
Safflower			Do.								
Sago			2 6								
Sal ammoniac			No Rate.								
Sand paper			3 0								
Sarsaparilla			No Rate.								
Sassafras			Do.								
Saws			2 6								
Screw jacks			3 0								
Screws			No Rate.								
Scythe stones, *loose, at owner's risk.*			2 6								
Scythe stones, *packed*			2 6								
Seeds, *agricultural, at company's risk.*			2 6								
Sheeps' guts, *in cases*			No Rate.								
Shoddy			Do.								
Shoe pegs			2 6								
Shot, *small, in bags*			2 6								
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon.*			Special Agreement.								
Silk waste, *undressed*			No Rate								
Sink traps			3 0								
Sizing			3 0								
Slates, *writing*			2 6								
Slate pencils			2 6								
Smalts			2 6								
	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*, above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.			8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Soda water	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles 1*s.*	In some particular cases we charge as low as 4*d.* for short distances.	2 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Soldiers' clothing			3 0								
Spades and shovels, *iron*			2 6								
Spetches, *dry*			No Rate.								
Spirit of tar, *in casks or iron drums.*			2 6								
Starch			2 6								
Steam ploughs and machinery attached, *when weighing 3 tons or more.*			5 0								
Steel bars and bundles			2 0								
Stone blue			2 6								
Stone, *carved for builders' purposes, at company's risk.*			2 0								
Sugar, *lump, loose*			2 6								
Sugar mills			3 0								
Sugar moulds and pans			No Rate.								
Sugar of lead			3 0								
Tarpaulings			2 6								
Tartaric acid			5 0								
Terra cotta casts			No Rate.								
Tincal			Do.								
Tinfoil			Do.								
Tin scrap			Do.								
Tin ware, *in casks or cases*			3 0								
Tobacco, *leaf*			5 0								
Tow			3 0								
Trenails			No Rate.								
Turmeric			Do.								
Turpentine, *in casks*			3 0								
Twine			3 0								
Type, *old*			2 6								
Umbrella stretchers			No Rate.								
Varnish, *in casks and iron drums.*			3 0								
Vegetables, *above 3 and under 20 cwts., minimum charge 3 cwts.*			2 6								
Vegetable ivory			5 0								
Vegetable wax			No Rate.								
Verdigris			3 0								
Vices			3 0								
Washers			3 0								
Weft, *cotton*			3 0								
Weighing machines, *small, at owner's risk.*			3 0								
Weighing machines, *large*			3 0								
Whetstones			No Rate.								
Window sashes and mouldings, *at owner's risk.*			3 0								
Wool			3 0								
Yarn, *coir or hemp*			3 0								
Yarn, *linen and cotton, packed.*			3 0								
Yeast, *in casks, ton lots*			3 0								
Yellow berries			No Rate.								
Zinc sheets			2 6								

For "List of Rates," see p. 243.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		3 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Almonds, *in shell*			No Rate.								
Aloes, *in hampers or boxes*			2 6								
Ammonia, *liquid, in carboys*			3 0								
Angelica root			No Rate.								
Asparagus			Do.								
Bacon and hams, *loose*			2 6								
Bark, *Peruvian*			2 6								
Bees' wax			2 6								
Bellows			2 6								
Bells, *of all kinds*			2 6								
Black beer			2 6								
Blankets			2 6								
Blocks, *ships'*			2 6								
Blowing engines			No Rate.								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Boats or cobles, *minimum charge 1 ton per waggon.*	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		No Rate.	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Bobbins			2 6								
Boilers, 45 *feet and above*			2 0								
Books			3 0								
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			3 0								
Bristles			3 0								
Brooms, broom heads, and brushes.			2 6								
Buckets and pails			2 6								
Buckram			2 6								
Butter, *in casks and tubs*			2 6								
Buttons			2 6								
Calicoes			2 6								
Canada stoves			2 6								
Candied peel			2 6								
Canes and rattans, *packed*			3 0								
Cardamoms, *in boxes or hampers.*			2 6								
Cards and railway tickets			2 6								
Carpet bags			2 6								
Cassia lignea			2 6								
Castings, *at company's risk, not otherwise enumerated.*			2 6								
Castor oil, *in boxes, casks, or iron drums.*			2 6								
Cheese, *loose*			3 0								
Clocks, *American and Dutch.*			7 6								
Clogs, *in casks, cases, or boxes.*			2 6								
Combs			2 6								
Confectionery, *in boxes or cases*			3 0								
Conservatories and hot-houses, *in parts, at owner's risk.*			3 0								
Copper boilers			3 0								
Copper rollers			3 0								
Cordials and sweets, *in casks or hampers.*			2 6								
Corkwood			3 0								
Cotton slops, *in bales*			3 0								
Cotton stays, *in cases*			3 0								
Cotton warps, *in bundles*			3 0								
Cowries			2 6								
Crinoline steel			2 6								
Crucibles			2 0								
Cutlery			2 6								
Drugs, *in boxes or hampers*			3 0								
Drysalteries, *in boxes or hampers, and not otherwise specified.*			3 0								
Fenders, *at owner's risk*			3 0								
Fire engines, *steam or otherwise, 1 ton and under 3 tons.*			Special Agreement.								
Fire escapes, *minimum of 1 ton per waggon.*											
Fire irons			2 6								
Fish, viz.:—											
Herrings and sprats in any state not otherwise named.			3 0								
Kippered salmon. All other fish partially cured, smoked, or dried.			3 0								
Shellfish, say,—											
Cockles			3 0								
Limpets			3 0								
Mussels			3 0								
Periwinkles, and			3 0								
Whelks, *at company's risk.*			3 0								
Oysters			3 0								
Flannel			3 0								
Floor cloth, *not exceeding 10 feet in length.*			3 0								
French plums			3 0								
Fruit, *ripe*			3 0								
Fur off rabbit skins			5 0								
Galls			2 6								
Gas and water meters			3 0								
Gelatine			No Rate.								
Glass, *flint and rough plate*			3 0								
Glass retorts			No Rate.								
Goods, *heavy, not specified*			2 6								
Grates, *polished, at owner's risk.*			3 0								
Grates, *common*			3 0								
Groceries, *mixed packages*			3 0								
Guns and pistols			5 0								
Gutta percha, *manufactured*			3 0								
Hair, *upholsterers'*			3 0								
Harness			3 0								
Hatters' wool			3 0								
Hides, kips, and sheepskins, *dry, loose.*			2 6								
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			2 6								
Honey			5 0								
Hops			3 0								
Horses			3 0								
India-rubber goods			No Rate.								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Indigo	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		5 0	8 miles.	This varies very much. See Lists of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Ink, printers'			2 6								
Iron girders, *exceeding 15 feet in length.*			Special Agreement.								
Iron pots, *loose*			3 0								
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			2 6								
Iron spoutings and connexions, *at company's risk.*			3 0								
Iron trays			No Rate.								
Iron wire fencing			2 6								
Japan and tin ware, *in hampers or crates.*			3 0								
Joiners' work, *not elsewhere specified.*			3 0								
Kamptulicon			No Rate.								
Knife cleaners			Do.								
Lamp black			2 6								
Lard, *in casks and tubs*			2 6								
Leather, *dressed*			3 0								
Linens, *in bales, boxes, cases, packs, and trusses.*			3 0								
Liquorice			3 0								
Lithographic stones, *at owner's risk.*			5 0								
Looms, *at owner's risk*			3 0								
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			3 0								
Mangles, *at owner's risk*			3 0								
Mattresses (*when not as household furniture*).			5 0								
Meats, *preserved*			3 0								
Mineral water, *in boxes or hampers.*			2 0								
Muskets, *in cases*			5 0								
Mustard			3 0								
Nails, *copper and brass*			2 0								
Oil and varnish, *in basketed tins.*			3 0								
Oilcloth table covers			3 0								
Organs and organ work, *loose, at owner's risk.*			5 0								
Osiers and twigs, *white*			2 6								
Ovens, *common*			3 0								
Paints and colours, *in hampers and boxes.*			2 6								
Paper, *fine, writing, blotting, tissue, and fancy.*			3 0								
Pens, *steel, from makers*			2 6								
Pepper			3 0								
Phosphorus, *in tins, hermetically sealed.*			7 6								
Pickles			3 0								
Pimento			No Rate.								
Plumbago			Do.								
Rabbit skins, *dressed*			5 0								
Reeds and rushes, *packed*			3 0								
Refiners' sweepings			No Rate.								
Rugs, *woollen*			3 0								
Saddlers' ironmongery			3 0								
Saddlery			3 0								
Ships' sails			2 6								
Sardines			No Rate.								
Scales and scale beams			3 0								
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			3 0								
Scythes			2 6								
Seal skins, *dry*			No Rate.								
Shells, *in cases or casks*			Do.								
Sickles			2 6								
Silver ore			No Rate.								
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			5 0								
Slate slabs, *not in cases, at company's risk.*			2 0								
Smallwares			3 0								
Snuff			5 0								
Scented soap			2 6								
Spanish juice			No Rate.								
Spermaceti, *in boxes*			Do.								
Stags' horns			2 6								
Stationery, *general*			3 0								
Steam engines, *portable, under 3 tons.*			Special Agreement.								
Sugar candy			2 6								
Tacks			2 6								
Tapes			2 6								
Tapioca			No Rate.								
Tea			3 0								
Tents or marquees—*minimum 1 ton per waggon, where more than one used.*			No Rate.								
Theatrical scenery, panoramas, &c., *in cases at owner's risk.*			5 0								
Thread, *cotton and linen*			3 0								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Tobacco, *manufactured*	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		5 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Tonquin beans			No Rate.								
Toys *of all kinds, in cases*			5 0								
Turnery ware			3 0								
Turpentine, *in basketed tins.*			3 0								
Ultramarine			2 6								
Umbrellas			3 0								
Vegetables, *in lots of 3 cwts. or under.*			2 6								
Veneers			3 0								
Venetian blinds			3 0								
Vinegar, *in cases*			3 0								
Wadding			No Rate.								
Washing and wringing machines, *at owner's risk.*			3 0								
Watch glasses			No Rate.								
Whalebone			Do.								
Wheels, *coach and carriage, at owner's risk.*			3 0								
Window frames, *cast iron*			3 0								
Wines and spirits, *in casks and cases.*			3 0								
Wines, British, *in casks or hampers.*			3 0								
Yarn, *linen and cotton, loose.*			3 0								
Yarn, *packed in cans*			3 0								
Yarn, *woollen and worsted*			3 0								

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Acetic acid, *in carboys*	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		7 6	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*			3 6								
Alabaster ornaments and figures, *packed, at owner's risk.*			2 0 to 3 0								
Almonds, *not in shell*			3 0								
Anchovies			No Rate.								
Balloons, *at owner's risk*			Do.								
Barèges			Do.								
Baskets			5 0								
Bent wood			No Rate.								
Bonnet fronts, *at owner's risk.*			5 0								
Book muslin			3 0								
Boothing or stalling			No Rate.								
Boots and shoes (*including goloshes*) *in hampers.*			3 0								
Bottles, *white glass*			2 0								
Bradford stuff goods			3 0								
Brass pipes			3 0								
Brass tubing (*except locomotive tubes*).			3 0								
Britannia metal goods			3 0								
Bronze powder			No Rate.								
Busks, *wooden*			Do.								
Butter, *in crocks*			3 0								
Calenders			No Rate.								
Candles, *wax*			2 6								
Canes and rattans, *loose*			3 0								
Carboys, *new, empty, glass*			2 0								
Cards for carding machines, *in boxes only.*			3 0								
Carriage bodies, *unfinished (minimum 5 cwts.)*			5 0								
Catsup, *in bottles*			3 0								
Cheese presses			3 0								
Chimney pots, *zinc*			2 6								
Churns			3 0								
Clogs, *in hampers*			3 0								
Cloth caps			3 0								
Coach trimmings			3 0								
Cobalt			No Rate.								
Cochineal			Do.								
Coffins, *metallic*			Do.								
Conservatories and hothouses, *in parts.*			Do.								
Copper pipes			3 0								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Copper tubing (*except locomotive tubes*).	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		*s. d.* 3 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Copying presses			3 0								
Corks and bungs			5 0								
Drapery			3 0								
Dyes, *liquid, in hampers or boxes.*			3 0								
Fenders, *at company's risk*			2 6								
Fire clay ware, vases, and other ornamental productions.			2 6								
Fish, *salmon, in boxes, prawns, and shrimps.*			3 0								
Floor cloth, *exceeding 10 feet long, in case.*			3 0								
Flower roots, *bulbous*			No Rate.								
Garden plants, *in baskets, mats, or pots.*			5 0								
Garden seats			3 0								
Garden seeds			3 0								
Gilt mouldings, *in cases*			No Rate.								
Ginger, *preserved*			Do.								
Glass, *crown and window*			3 0								
Goods, *light, not specified*			3 0								
Granite, *polished and dressed, in slabs.*			2 0								
Grapes			3 0								
Grates, *polished, at company's risk.*			3 0								
Gravestones			2 0								
Handmills			3 0								
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*			3 0								
Hay rakes and forks, *in bundles.*			3 0								
Indigo, extract of			5 0								
Ink, *in jars or bottles*			3 0								
Isinglass			No Rate.								
Juniper berries			Do.								
Lamps			5 0								
Lard, *in crocks*			2 6								
Lint			3 0								
Lithographic stones, *at company's risk.*			No Rate.								
Looms, *at company's risk*			5 0								
Luggage, *trunks, &c.*			5 0								
Maccaroni			No Rate.								
Machinery, *light*			3 0								
Mangles, *at company's risk.*			3 0								
Marble, *in slabs*			2 6								
Meats, *fresh*			3 0								
Merinoes			3 0								
Mistletoe			No Rate.								
Naphtha, *in tins*			7 6								
Needles, *in boxes*			No Rate.								
Nutmegs			Do.								
Oils, *in cans, jars, and boxes (except castor oil).*			3 0								
Organs and organ work, *in cases.*			5 0								
Paper trays			No Rate.								
Patterns (*travellers'*)			5 0								
Picture frames			7 6								
Pipes, *smoking*			5 0								
Plated goods			No Rate.								
Poppyheads			3 0								
Poultry, *dead*			3 0								
Printing machines, *at company's risk.*			3 0								
Quicksilver			No Rate.								
Quills			5 0								
Rabbits			3 0								
Railway carriages, *new, in cases.*			No Rate.								
Reeds and rushes, *loose*			3 0								
Shafts, *gig*			3 0								
Spades and shovels, *wooden*			2 6								
Silk waste, *dressed or spun.*			No Rate.								
Spindles			3 0								
Spirit of tar, *in tins*			2 6								
Sponge, *in bales*			No Rate.								
Sticks			3 0								
Straw, *minimum charge 20 cwts. per waggon.*			3 0								
Straw plait			No Rate.								
Stucco figures, *packed, at owner's risk.*			5 0								
Tamarinds			No Rate.								
Tarlatans			Do.								
Teazles, *imported, packed*			Do.								
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*			5 0								
Tongues, *animal*			2 6								
Turpentine, *in cans, jars, and boxes.*			3 0								
Type, *new*			3 0								
Upholsterers' trimmings			3 0								
Varnish, *in tins*			3 0								
Vermicelli			No Rate.								
Vinegar, *in carboys*			3 0								
Washing and wringing machines, *at company's risk.*			3 0								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Wearing apparel, and household linen.	Under 25 miles, 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		3 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Weighing machines, *small*			3 0								
Wheels—*coach and carriage wheels, at company's risk.*			3 0								
Window sashes and mouldings, *at company's risk.*			3 0								
Wines and spirits, *in hampers.*			5 0								
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			3 0								
Wood acid, *in carboys*			7 6								
Wood patterns, *for castings.*			3 0								
Woollen and worsted goods, not elsewhere specified.			3 0								
Yeast, *small lots*			3 0								
Yeast, *German*			3 0								
Zaffers			No Rate.								

For "List of Rates," see p. 243.

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Alabaster ornaments and figures, *at company's risk.*	Under 25 miles 6*d.*; 25 to 40 miles, 9*d.*; above 40 miles, 1*s.* In some particular cases we charge as low as 4*d.* for short distances.		5 0	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1*s.* to 1*s.* 6*d.*	No.	In Londonderry there is a bridge toll of about 4*d.* per ton. We charge 1*s.* 6*d.* per ton for collection or delivery, including this toll.	No.
Aluminium			No Rate.								
Amber			Do.								
Basket carriage and gig bodies, *at owner's risk.*			Do.								
Bath chairs, *packed, at owner's risk.*			5 0								
Billiard tables, slate beds of.			No Rate.								
Bonnet fronts, *at company's risk.*			3 0								
Bonnet shapes			3 0								
Bonnets			3 0								
Chairs, *new, Windsor and common.*			5 0								
China, *in boxes*			5 0								
Cigars			5 0								
Cinnamon			3 0								
Clocks, *English and French*			7 6								
Cornice poles			5 0								
Crape			5 0								
Crinolines			No Rate.								
Chandeliers and gaseliers			3 0								
Elephants' teeth			5 0								
Embroidery			No Rate.								
Engravings			7 6								
Feathers			5 0								
Fish, fresh, *all sorts, not otherwise specified.*			5 0								
Fish, shell, *crabs and lobsters.*			3 0								
Furniture, *packed in cases and frames.*			5 0								
Furniture, *in mats or loose, at owner's risk.*			5 0								
Furs			5 0								
Game			5 0								
Glass, *stained, plate, and shades, at owner's risk.*			3 0								
Gloves			3 0								
Hats *of all kinds*			7 6								
Ivory			5 0								
Lace			No Rate.								
Millinery			7 6								
Mirrors, *at owner's risk*			7 6								
Mushrooms			No Rate.								

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Musical instruments	Under 25 miles, 6d.; 25 to 40 miles, 9d.; above 40 miles, 1s. In some particular cases we charge as low as 4d. for short distances.		s. d. 7 6	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1s. to 1s. 6d.	No.	In Londonderry there is a bridge toll of about 4d. per ton. We charge 1s. 6d. per ton for collection or delivery, including this toll.	No.
Organs and organ work, *loose, at company's risk.*			7 6								
Papier mâché goods, *except trays.*			No Rate.								
Parchment			Do.								
Perambulators, *in cases, crates, and boxes.*			5 0								
Perfumery			3 0								
Pianos, *packed*			7 6								
Pictures			7 6								
Poultry, *alive*			5 0								
Ribbons			3 0								
Sewing machines			3 0								
Silk, *manufactured*			5 0								
Silk, *raw*			5 0								
Sponge, Turkey, *in cases*			No Rate.								
Stucco figures, *packed, at company's risk.*			5 0								
Teazles			No Rate.								
Tin ware, *loose*			3 0								
Tortoise shell			No Rate.								
Turtle			Do.								
Velvet, *silk*			7 6								
Ventilators			No Rate.								
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*			3 0								

For "List of Rates," see p. 243.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Under 25 miles, 6d.; 25 to 40 miles, 9d.; above 40 miles, 1s. In some particular cases we charge as low as 4d. for short distances.		s. d. 7 6	8 miles.	This varies very much. See List of Rates herewith.	Included in Rates.	Yes.	1s. to 1s. 6d.	No.	In Londonderry there is a bridge toll of about 4d. per ton. We charge 1s. 6d. per ton for collection or delivery, including this toll.	No.
Basket carriage bodies and Bath chairs, *at company's risk.*			5 0								
Caravans, *showmen's and others.*			Special Agreement.								
Carriage bodies, *finished, in cases.*			Do.								
Railway carriages, on their own wheels.			Do.								
Boilers, of unusual dimensions.			Do.								
Contractors' waggons and materials (*excepting rails and chairs*).			Do.								
Furniture, *in mats or loose.*			5 0								
Furniture, *in vans, carts, or frames.*			5 0								
Forgings or castings, above six tons.			Special Agreement.								
Gunpowder			15 0								
Lucifer matches and other inflammable articles.			7 6								
Locomotive engines and tenders, on their own wheels.			Special Agreement.								
Petroleum and photogenic oil.			Do.								
Railway waggons			Do.								
Statuary			7 6								
Returned empty packages			The Rates for empties vary very much.								
Small parcels			Under 25 miles 0 6 25 to 40 „ 0 9 Above 40 „ 1 0 For short distances in some particular cases. 0 4								

For "List of Rates," see p. 243.

Belfast and Northern Counties Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	As near as may be, having regard to competition and local circumstances.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?	
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No. We have daily goods trains.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours, but much longer in practice.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	48 hours.
9. What charge for warehousing is made after the period has expired?	We have no specified charge.
10. What charge do you make for demurrage of waggons?	3*s.* per day, but rarely enforced.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes; no exceptions.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	No exceptions.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Through charges in all cases.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return :—

The Belfast and Ballymena Railway Act, 1845, 8 & 9 Vict. c. 81.

The Belfast and Ballymena Extension Act, 1853, 16 & 17 Vict. c. 68.

The Ballymena and Portrush Railway Act, 1853, 16 & 17 Vict. c. 80.

NOTE.—The above now form the Belfast and Northern Counties Line (100 miles).

Lines worked by the Belfast and Northern Counties Company, viz. :—

The Londonderry and Coleraine Railway Act, 1845, 8 & 9 Vict. c. 187.

The Carrickfergus and Larne Railway Act, 1860, 23 & 24 Vict. c. 54.

Belfast and Northern Counties Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.*	Single.	Return.*	Single.	Return.*	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares charged per mile.	No express fares.						2	3	$1\frac{6}{12}$	$2\frac{2}{14}$	$\frac{7}{8}$	$1\frac{9}{25}$	—	—
Highest - -							$2\frac{1}{8}$	$3\frac{3}{11}$	$1\frac{5}{11}$	$2\frac{2}{11}$	$\frac{10}{11}$	$1\frac{4}{11}$	—	—
Lowest - -							$1\frac{8}{11}$	$2\frac{6}{11}$	$1\frac{3}{4}$	2	$\frac{9}{11}$	$1\frac{1}{8}$	—	—
Maximum fares allowed by Act of Parliament.							3	—	2	—	1	—	—	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The calculation is based upon the fares between Belfast and Ballymena. 1st class, 5*s.* 10*d.*; 2nd class, 4*s.*; 3rd class, 2*s.* 6*d.*; 1st return, 8*s.* 9*d.*; 2nd return, 6*s.*; 3rd return, 3*s.* 9*d.* Distance, 33 miles.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The calculation is based upon the fares between Belfast and Antrim. 1st class, 3*s.* 2*d.*; 2nd class, 2*s.* 5*d.*; 3rd class, 1*s.* 6*d.*; 1st return, 4*s.* 9*d.*; 2nd return, 3*s.* 8*d.*; 3rd return, 2*s.* 3*d.* Distance, $21\frac{3}{4}$ miles.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Ballyclare and Ballynure to Belfast every Friday, and on fair days (monthly).

Stations on Cookstown branch to Magherafelt every Thursday, and Cookstown every Saturday, and to Moneymore monthly on fair days. From Toome to Randalstown every Wednesday; Ballymena, Glarryford, Bellaghey and Dunloy to Ballymoney on Thursdays, and from Glarryford, Bellaghey, Dunloy, and Ballymoney to Ballymena on Saturdays. Larne to Ballymena on Friday evening available for return up to Monday.

Ballykelly and Carricue every Wednesday and Saturday to Derry; 3rd class only.

The above are issued by all classes at single fares.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - 32 miles per hour.
" " ordinary passenger trains - - - - - 24 "
" " parliamentary " - - - - - No special Parliamentary trains.

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

We have been in the habit of carrying most of our excursion passengers by the ordinary trains.

Excursion tickets are issued throughout the summer from all stations to Portrush, a watering place, and only seven miles from the Giant's Causeway.

Excursion tickets are issued about four times a year from the principal stations on the line to Belfast.

Excursion tickets are issued whenever there is any special attraction at Belfast or any other place on the line.

The average excursion fares are, 1st class, about $\frac{1}{2}d.$ per mile; 2nd class, $\frac{3}{8}d.$; 3rd class, $\frac{1}{4}d.$ per mile.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

PARCEL RATES BY PASSENGER TRAINS.

—	Parcels.*†							Excess Luggage.
	Not exceeding 1 lb.	2 lbs. to 7 lbs.	8 lbs. to 14 lbs.	15 lbs. to 28 lbs.	29 lbs. to 43 lbs.	44 lbs. to 56 lbs.	Every further 14 lbs. or part of 14 lbs.	Every $\frac{1}{4}$ cwt. or part of $\frac{1}{4}$ cwt.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles - - -	0 3	0 4	0 4	0 5	0 5	0 6	0 1	0 3
10 to 25 " inclusive - -	0 4	0 6	0 6	0 7	0 8	0 9	0 2	0 3
26 to 55 " " - -	0 4	0 6	0 7	0 9	0 10	1 0	0 3	0 6
56 to 75 " " - -	0 6	0 7	0 9	1 0	1 3	1 6	0 4	0 9
76 to 95 " " - -	0 6	0 8	0 10	1 3	1 6	1 10	0 5	0 9
96 miles and upwards - -	0 6	0 9	1 0	1 6	1 9	2 0	0 6	0 9

The above rates refer to parcels booked to and from stations on the Belfast and Northern Counties, Carrickfergus an Larne, and Londonderry and Coleraine Railways.

[* The return fares per mile in this table were given by the company, on the mileage of the double journey; they have been altered to the single journey mileage, to make these conform to those of the majority of the returns.]

† Including all charges for collection and delivery in Belfast and the chief towns. No charge made for booking.

Belfast and Northern Counties Railway.—Inquiry No. 6.—*continued.*

Bread will be conveyed from any station to any station. Under 25 miles, 28 lbs. and under, 4*d.*, and 2*d.* for each additional 14 lbs.; 25 miles and upwards, 28 lbs. 6*d.*, and 3*d.* per each additional 14 lbs.

Fish will be conveyed per passenger trains at the following rates:—Under 50 miles, 1*s.* per cwt.; 50 miles and upwards, 1*s.* 6*d.* per cwt.

Milk will be conveyed by any train at the following rates:—Under 25 miles, ½*d.* per gallon; above 25 miles, ¾*d.* per gallon; minimum charge, 4*d.* Empty cans returned free.

Parcel Rates by Goods Trains	- - -	under 25 miles	6*d.*
,,	,, - -	from 25 to 40 ,,	9*d.*
,,	,, - -	from 40 and upwards	1*s.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	*s.* *d.*
Horse boxes containing 3 horses, not exceeding 50*l.* each in value -	0 6	12 0
,, ,, 2 ,, ,, ,, ,, -	0 4½	9 0
,, ,, 1 ,, ,, ,, ,, -	0 3	6 0
Two-wheeled carriages - - - - - -	0 3	6 0
Four-wheeled ,, - - - - - -	0 4	8 0
Dogs - - - - - - -	0 0⅓	0 6

What is the rate of insurance on horses exceeding the above-mentioned values?

We have no rates for insurance.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Miles.	Horses.—If one Property.			Carriages.		Dogs.
	1	2	3	2 Wheels.	4 Wheels.	
From	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	*s.* *d.*
1 to 12 - - -	0 6 0	0 9 0	0 12 0	0 6 0	0 8 0	0 6
13 to 25 - - -	0 8 0	0 12 0	0 16 0	0 8 0	0 10 6	0 9
26 to 33 - - -	0 9 0	0 13 6	0 18 0	0 9 0	0 12 0	1 0
34 to 40 - - -	0 10 0	0 15 0	1 0 0	0 10 0	0 13 6	1 0
41 to 47 - - -	0 12 0	0 18 0	1 4 0	0 12 0	0 16 0	1 6
48 to 54 - - -	0 15 0	1 2 6	1 10 0	0 15 0	1 0 0	1 6
55 to 60 - - -	0 17 0	1 5 6	1 14 0	0 17 0	1 2 6	2 0
61 to 68 - - -	0 19 0	1 8 6	1 18 0	0 19 0	1 5 0	2 0
69 to 79 - - -	1 1 0	1 11 6	2 2 0	1 1 0	1 8 0	2 6
80 to 95 - - -	1 4 0	1 16 0	2 8 0	1 4 0	1 11 6	3 0
96 and upwards - -	1 7 6	2 1 6	2 15 0	1 7 6	1 17 6	3 0

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per HalfTruck per Mile.	Minimum Rate per HalfTruck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. *d.*	*s.* *d.*	*s.* *d.*		*s.* *d.*	*s.* *d.*	*s.* *d.*				
Fat cattle - -	Number not restricted	0 5	0 3¼	7 0	5	0 2½	0 2	5 0	We have none.			
Lean cattle - -		0 5	0 3¼	7 0	5	0 2½	0 2	5 0				
Sheep - -		0 5	0 3¼	7 0	15	0 2½	0 2	5 0				
Lambs - -		0 5	0 3¼	7 0	15	0 2½	0 2	5 0				
Bacon pigs - -		0 5	0 3¼	7 0	15	0 2½	0 2	5 0				
Pork pigs - -		0 5	0 3¼	7 0	15	0 2½	0 2	5 0				
Horses in cattle trucks -	No rates for horses in cattle trucks.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Belfast to Dunadry, 19 miles.

Rate per waggon, 9*s.*; per half waggon, 5*s.*

Belfast and Northern Counties Railway.—Inquiry No 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Belfast and Londonderry 95 miles.

Rate per waggon, 25*s.*; per half waggon, 15*s.*

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

For the Royal Agricultural Society's Show we charge full rates to the show, and carry back any unsold free.

For the North-east and North-west Agricultural Societies Shows we carry cattle both ways free.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1848.	1850.	1865.
Single passenger fares, 1st class	1¼*d.*	1½*d.*	2*d.*
„ „ 2nd class	1*d.*	1 1/11*d.*	1 5/12*d.*
„ „ 3rd class	¾*d.*	9/16*d.*	7/8*d.*
Horses by passenger trains, each	1 horse 3*d.* 2 „ 4½*d.* 3 „ 6*d.*	1 horse 3*d.* 2 „ 4½*d.* 3 „ 6*d.*	1 horse 3*d.* 2 „ 4½*d.* 3 „ 6*d.*
Four-wheeled carriages „	4*d.* per mile.	4*d.* per mile.	4*d.* per mile.
Parcels	about ½*d.* per cwt. per mile.	about ½*d.* per cwt. per mile.	about ¾*d.* per cwt. per mile.
Oxen per head	Cattle conveyed by the waggon, and the average rate since the opening of the line is about 5*d.* per truck per mile.		
Sheep „			
Fish per ton	3*d.* per mile.	3*d.* per mile.	3*d.* per mile.
Coal* „	1¼*d.* per mile.	1¼*d.* per mile.	about 1*d.* per mile.
Bricks „	Ditto.	Ditto.	Ditto.
Manure „	Do not carry manure.	Do not carry manure.	Do not carry manure.
Iron ore „	None carried.	None carried.	Carried from one place only 15 miles for 1*s.*7*d.*
Bar iron „	2*d.* per mile.	2*d.* per mile.	2*d.* per mile.
Iron castings „	Ditto	Ditto.	Ditto.
Stone „	None carried.	None carried.	about 1*d.* per mile.
Lime „	about 1*d.* per mile.	about 1*d.* per mile.	Ditto.
Salt* „	1½*d.* per mile.	1½*d.* per mile.	Ditto.
Grain* „	2*d.* per mile.	2*d.* per mile.	about 1½*d.* per mile.
Flour* „	Ditto.	Ditto.	Ditto.
Timber* „	Ditto.	Ditto.	Ditto.
Hay „	2½*d.* per mile.	2½*d.* per mile.	3*d.* per mile.
Potatoes* „	2*d.* per mile.	2*d.* per mile.	about 1½*d.* per mile.
Mangold wurzel „	Ditto	Ditto.	Ditto.
Goods generally, of the kind now included by the Clearing House under the 1st class	In 1848 and 1850 the classification was not the same as now in use, and the classification at present acted upon is not the same as the English Clearing House.†		
„ „ „ „ „ 2nd „			
„ „ „ „ „ 3rd „			
„ „ „ „ „ 4th „			
„ „ „ „ „ 5th „			

* In 1848 and 1850 our line only extended to Ballymena, but the rates given for 1865 are for longer distances.

† For the Irish Clearing House Classification see pp. 225–287.

SOUTH DEVON RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Name of Railway.	Double.	Single.	Total.
	Miles. Chains.	Miles. Chains.	Miles. Chains.
South Devon Railway (Proper), including main line—Plymouth to Exeter - -	30 20	22 50	52 70
Torquay Branch—Newton to Torre, diverging from the main line at 1 mile 4 chains below Newton.	—	3 79	3 79
Sutton Harbour Branch—worked by horse power for goods trains only, and diverging from the main line at 2 miles 68 chains from Plymouth.	—	1 63	1 63
	30 20	28 32	58 52
South Devon and Tavistock Railway—Plymouth to Tavistock, diverging from the main line at 3 miles 55 chains from Plymouth.	—	12 68½	12 68½
Dartmouth and Torbay Railway—Torre to Kingswear - - - -	—	9 53	9 53
Total South Devon Railway and all branches - -	30 20	50 73½	81 13¼

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* - -	1*s.*								
Cannel - - -	Do.								
Chromate ores - -	Do.								
Cinders - - -	Do.								
Clay - - -	Do.								
Coal - - -	Do.								
Coke - - -	Do.								
Compost - - -	Do.								
Coprolites, *for manure* -	Do.								
Culm - - -	Do.								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 2*d.*								
Dross - - -	1*s.*								
Fire bricks and clay -	Do.								
Flagstones - -	Do.								
Granite, *undressed* -	Do.								
Gravel - - -	Do.								
Iron ore - - -	Do.								
Iron, *pig* - - -	Do.								
Iron stone - -	Do.								
Lime and limestone -	Do.	4 tons.	Up to 6½ miles.	See table annexed.		No charge made.		9*d.* per ton.	Yes.
Manure, *in bulk* - -	Do.								
Materials for road repairs.	Do.								
Peat - - -	Do.								
Potters' earth - -	Do.								
Pyrites - - -	Do.								
Salt, *rock, and unmanufactured.*	1*s.* 2*d.*								
Salt, *in bulk*, including manufactured salt, when so carried.	Do.								
Sand - - -	1*s.*								
Scoriæ - - -	Do.								
Slag - - -	Do.								
Slates, *common* - -	1*s.* 2*d.*								
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.*								
Sulphur ore - -	Do.								
Tiles - - -	Do.								
Turf - - -	Do.								
Zinc ore - - -	Do.								

South Devon Railway.—Inquiry No. 1.—*continued.*

RATES FOR MINERALS IN COMPANY'S TRUCKS.

From Plymouth to	No. of Miles.	Company's Trucks, per Ton.	From Plymouth to	No. of Miles.	Company's Trucks, per Ton.
		s. d.			*s. d.*
Exeter	53	4 6	Totnes	24	2 9
St. Thomas	52	4 6	Brent	17	2 6
Exminster	48	4 6	Kingsbridge Road	15	2 4
Starcross	44	4 6	Ivybridge	12	2 0
Dawlish	41	4 5	Cornwood	9	1 4
Teignmouth	38	4 4	Plympton	5	1 0
Newton	33	3 3	Bickleigh	8	1 2
Kingskerswell	35	3 6	Horrabridge	13	2 0
Torre	38	3 6	Tavistock	17	2 0
Paignton	41	3 9	Sutton Harbour	5	1 0
Brixham Road	44	4 0			

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 36 hours.

9. What charge do you make for demurrage of waggons? — One shilling per ton, with a minimum charge of four shillings per truck per diem.

(B.) IN OWNERS' WAGGONS.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common*	10*d.*						
Cannel	Do.						
Chromate ores	Do.						
Cinders	Do.						
Clay	Do.						
Coal	Do.						
Coke	Do.						
Compost	Do.						
Coprolites, *for manure*	Do.						
Culm	Do.						
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 2*d.*						
Dross	10*d.*						
Fire bricks and clay	Do.						
Flagstones	Do.						
Granite, *undressed*	Do.						
Gravel	Do.						
Iron ore	Do.						
Iron, *pig*	Do.						
Iron stone	Do.						
Lime and limestone	Do.	4 tons.	Up to 6½ miles.	See table annexed.		No charge made	
Manure, *in bulk*	Do.						
Materials for road repairs.	Do.						
Peat	Do.						
Potters' earth	Do.						
Pyrites	Do.						
Salt, *rock, and unmanufactured.*	1*s.* 2*d.*						
Salt, *in bulk*, including manufactured salt, when so carried.	Do.						
Sand	10*d.*						
Scoriæ	Do.						
Slag	Do.						
Slates, *common*	1*s.* 2*d.*						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	10*d.*						
Sulphur ore	Do.						
Tiles	Do.						
Turf	Do.						
Zinc ore	Do.						

South Devon Railway.—Inquiry No. 1.—*continued.*

RATES FOR MINERALS IN OWNERS' TRUCKS.

From Plymouth to	No. of Miles.	Rate per Ton.	From Plymouth to	No. of Miles.	Rate per Ton.
		s. d.			*s. d.*
Exeter	53	3 8	Ivybridge	12	1 7
St. Thomas	52	3 8	Cornwood	9	1 1
Exminster	48	3 8	Plympton	5	0 10
Starcross	44	3 8	Bickleigh	8	0 11
Dawlish	41	3 7	Horrabridge	13	1 7
Teignmouth	38	3 6	Tavistock	17	1 7
Newton	33	2 8	Sutton Harbour	5	0 10
Kingskerswell	35	2 10	Totnes	24	2 3
Torre	38	2 10	Brent	17	2 0
Paignton	41	3 0	Kingsbridge Road	15	1 11
Brixham Road	44	3 3			

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes.

18. Are junctions considered as stations for this class of traffic? No.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? None.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? Nothing special below mineral rates.

DUBLIN, WICKLOW, AND WEXFORD RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths — Dublin, Wicklow, and Wexford Railway; 78 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for loading and unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 0*d.*	No minimum.	8 miles and under.	Up to 60 miles. 1½*d.*	Beyond 60 miles. 1*d.*	No charge beyond the mileage rate.		Company does not load or unload.	
Chromate ores				1*d.*					
Cinders				1*d.*					
Clay				1*d.*					
Coal				1*d.*					
Coke				1*d.*					
Compost				1*d.*					
Coprolites, *for manure*				1*d.*					
Culm				1*d.*					
Draining pipes and tiles (*com. for agricultural draining*).				1½*d.*					
Dross				1*d.*					
Fire bricks and clay	(See Bricks, common).								
Flagstones	Same as bricks								
Granite, *undressed*	Do.								
Gravel	Same as clay.								
Iron ore	Conveyed for shipment only		39 miles.	1*d.*				9*d.* per ton.*	In addition to mileage charge.
Iron, *pig*	1*s.* 0*d.*	No minimum.	8 miles and under.	1½*d.*	1*d.*	No charge beyond mileage rate.		Company does not load or unload.	
Ironstone	None conveyed.								
Lime and limestone				1½*d.*					
Manure, *in bulk*				1½*d.*					
Materials for road repairs.	1*s.* 0*d.*	No minimum.	8 miles and under.	1½*d.*	1*d.*	No charge beyond mileage rate.		Company does not load or unload.	
Peat, (*compressed*)				1*d.*					
Potters' earth				1*d.*					
Pyrites	Same as sulphur ore.								
Salt, *rock and unmanufactured.*				1½*d.*					
Salt, *in bulk*, including manufactured salt, when so carried.				1½*d.*					
Sand	1*s.* 0*d.*	No minimum.	8 miles and under.	1*d.*	1*d.*	No charge beyond mileage rate.		Company does not load or unload.	
Scoriæ				1*d.*					
Slag				1*d.*					
Slates, *common*				1½*d.*					
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*				1½*d.*					
Sulphur ore	Carried from one station only to three places on the line at average rate of 1*d.* per ton per mile.					No charge beyond mileage rate.		1*d.* per ton for loading and 1*d.* per ton for unloading.	It is.
Tiles	1*s.* 0*d.*	No minimum.	8 miles and under.	1½*d.*	1*d.*	No charge beyond mileage rate.		Company does not load or unload.	
Turf	2*s.* 6*d.*	2 tons.	Do.	2·22*d.*	2·11*d.*	Do.		Do.	
Zinc ore	None conveyed.								

* 9*d.* per ton is the charge for haulage for ¼ mile on tramway; transfer of load from tramway waggon to railway waggon, unloading at port, and for shipping.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Risk of company.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per day, but rarely or ever charged.

(B.) In Owners' Wagons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

The Dublin, Wicklow, and Wexford Railway Company do not convey in owner's waggons.

Dublin, Wicklow, and Wexford Railway.—Inquiry No. 1—*continued.*

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES OR IN OWNERS' WAGGONS.

This line is isolated and has no connection with any other.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

(See above.)

INQUIRIES, Nos. 2 and 3.

Dublin, Wicklow, and Wexford Railway Company.

Sir, Secretary's Office, 48 Westland Row, Dublin, 22nd September 1865.

Referring to your letter of 31st August ult., and the duplicate forms sent therewith. I have carefully considered the matter and find that the fact of our classification of goods differing a good deal from that in use on the English railways, renders it most difficult, if not quite impossible, to fill up the forms you send. I forward you, however,—

i. The Irish classification of goods.
ii. Table of distances.
iii. Schedule of goods rates.
iv. General remarks bearing on the queries in your forms.

I think that in this way I furnish you with fuller and more satisfactory information than I could do by attempting literally to comply with your wish as to filling up the forms. If, however, you require any explanations or further information, I shall do my best to supply both, it being the wish of this company to afford the Royal Commission the fullest facilities for forming a judgment upon the railway question.

I am, &c.,
E. W. Maunsell,
Secretary.

W. Pole, Esq., Secretary, Royal Commissioners on Railways,
House of Lords, Westminster, S.W.

i. Classification of Goods.

FIRST CLASS.

First class goods are to be conveyed in open waggons, and are to be loaded, conveyed, and unloaded, at the risk and expense of the owners. If not removed within twenty-fours hours after arrival per train, demurrage is to be charged for each waggon detained by them, at the rate of 3*s.* for every day, or part of a day, after the twenty-four hours, Sundays, Christmas Day, and Good Friday excepted.

Goods in this class (except sea-weed) when sent in quantities of less than five tons are to be charged at second class rates.

*Ashes, coal.
Bricks, common.
Bricks, fire.
*Cinders.
Clay.
*Coals.
*Coke.
*Culm.
Flags, for floors.
Granite, not dressed.
Gravel.
Iron Ore.
Iron, Pig.
Lime.
Manure, stable.
Pyrites.
Salt, Manure and Rock.
Sand.
Sea-weed, each waggon to be charged as containing 3 tons.
Slates, for roofs.
Stone, not dressed.
Tiles, for roofs or draining.
Timber, prop (by actual weight).

SECOND CLASS.

Goods mentioned in first class (except sea-weed) when sent in quantities of less than five tons.

Alabaster.
Asphaltum.
Bath Bricks.
Battens.
Beet Root, in sacks, crates, or casks.
Bleaching Powder.
Boards (deal, &c., except mahogany), not exceeding 13 feet long, by actual weight.
†Boilers, not occupying more than one truck.
Boiler Plates.
Bone Manure.
Bones.
Bottles, empty.
Bottles, returned empty, *see below.*
Bran.
Bricks, Bath.
Cannel.
Carrots, in sacks, crates, or casks.
Cattle Food (patent).
Cement.
Chaff.
Chains.
Chalk.
Charcoal, Peat.
Clog Blocks, rough,
Compressed Fuel.
Copper Ore.
Cullett.
Deals, under 13 ft. long by actual weight.
Felt, for roofs.
Fire Bars.
Fish, salt and dried.
Flax Seed,
Grains, in casks.
‡Grain, viz.: (to a ton).
Barley, 10 sacks of 16 stone.
Beans, 8 sacks of 20 stone.
Bere or Big, 10 sacks of 16 stone.
Flour, 8 sacks of 20 stone.
Flour, 10 barrels of 16 stone.
Indian Corn, 10 bags of 16 stone.
Indian Corn, 8 sacks of 20 stone.
Indian Meal, 8 sacks of 20 stone.
Malt, 10 sacks of 16 stone.
Oatmeal, 8 sacks of 20 stone.
Oats, 11 sacks of 14 stone.
Rye, 8 sacks of 20 stone.
Tares, 8 sacks of 20 stone.
Wheat, 8 sacks of 20 stone.
Greaves.
Guano and Dry Manure, in bags.
Gypsum.
Iron, scrap.
Iron and Steel, in bars and rods, not exceeding 13 feet long.
Iron wire.
Junk.
Lead Ore.
Linseed.
Linseed Cake.
Linseed Meal.
Manure, in bags.
Mangel Wurzel, in sacks, crates, or casks.
Mill Dust.
Mill Seeds.
Nails, iron and brass.
Ochre.
Offal, in casks.
Oil Cake.
Parsnips, in sacks, crates, or casks.
Peat Charcoal.
Pipe Clay.
Plaster.
Plaster of Paris.
Pollard.
Potatoes, in sacks, crates, or casks.
Rags.
Returned Drink.
Ropes, old.
Sacks, Returned Empty, *see below.*
Salt, refined.
Scrap Iron.
Shelling.
Soda Ash.
Soot, in sacks or casks.
Steel, in bars and rods, not exceeding 13 feet long.
Stone, dressed (except millstones.)
Stone Troughs.
§Tanners' Waste.
Tiles, for floors.
Timber, under 13 feet long (except mahogany), by actual weight.
Tow, packed.
Turnips, in sacks, crates, or casks.
Vegetable Roots, viz:— (In sacks, crates, or casks.)
Beet Root
Carrots
Mangel Wurzel
Parsnips
Potatoes
Turnips
Whiting.
Wire, Iron.

THIRD CLASS.

Ale and Porter, in cases.
Ale and Porter, in wood (actual weight to be charged).
Alum.
Alva Marina.
Anvils.
Apples and Pears, in baskets or casks.
Axles, Cart and Carriage.

* Ashes, cinders, coals, coke, and culm, to be sent in sacks, when in quantities of less than three tons.

† Boilers to be charged at a minimum weight of three tons to each waggon, to be loaded and unloaded by the owners, and the waggons to be subject to demurrage the same as in first class.

‡ When grain, raw or manufactured, is found to differ from the weight specified in the classification, the actual weight is to be charged for.

§ Tanners' waste to be charged at a minimum weight of three tons to each waggon, and to be loaded and unloaded by the owners. The waggons to be subject to demurrage, the same as in first class. Should more than three tons be loaded in one waggon, the charge is to be made for the actual weight.

Dublin, Wicklow, and Wexford Railway.—Inquiries Nos. 2 and 3—*continued.*

Bacon.
Barilla.
*Bark.
Barrel Staves.
Beer, in bottles, in cases.
Bees' Wax.
Biscuits, Ship.
Blacking.
Black Lead.
Blocks, Ship and other.
Blue.
†Boards, (deal, &c., except mahogany) exceeding 13 ft. long, by actual weight.
‡Bog Wood.
Bolts and Nuts.
Brass, old.
Brimstone.
Broom Handles.
Brooms.
Brush Backs.
Butter, in firkins or boxes.
Cabbages.
Calves' Velves, in casks.
Candles.
Candle Wicks.
Canvas and Sail Cloth.
Cart Wheels.
Castings, heavy.
Charcoal, in sacks.
Chicory.
Cider, in wood.
Clog Soles, packed.
Clothes, old.
Clover Seed.
Cocoa.
Coffee.
Copperas.
Cordage.
Cotton Waste.
Currants, Grocers'.
Cutch.
†Deals, above 13 feet long, by actual weight.
Drysalteries.
Dye Stuffs, not named.
Dye Woods.
Earthenware, in crates and casks.
Earthenware Pipes, for drains and troughs.
Ebony.
Eggs.
Felloes.
Flax, in bales.
Flax Waste.
Flocks.
Floor Cloth, not exceeding 12 feet.
Fruit Juice.
Gas and Water Pipes, iron.
Gas Tar.
Gates, wood.
†Girders, iron.
Glue.
Glue Pieces.
Grease.
Grindstones.
Gutter Pipes, cast iron.
Hair, for plaster.
Hams.
Hardware.
Hemp.
Hides, wet.
Hoofs, packed.
Hoops, wood or iron.
Horns, in crates.
Hurdles, iron.
Hurdles, wood.
Ink, in jars or bottles.
Ink, in wood.
Iron, hoop or sheet.
†Iron and Steel, in bars and rods, exceeding 13 feet long.
Iron Pipes, heavy.
Iron Wire, fine.
Kelp.
Lard.
Lasts, packed.
Laths and Lathwood.
Lead.
Lead, sheet.
Lead, window.
Leather.
Lignum Vitæ.
Linens, loose, unbleached.
Logwood.
Madder.
Mahogany, in logs.
Manganese.
Marble, in rough blocks.
Mats and Matting.
Millboards.
Mineral Waters.
Molasses.
Moss, in bales or packs.
Mustard.
Netting, wire.
Nut Galls.
Oakum.
Oil, in wood.
Onions.
§Osiers.
Paints and Colours.
Palm Oil.
Paper, lapping.
Pearl Ash.
Pearl Barley.
Pears and Apples, in baskets or casks.
Peas.
‖Peat.
Pelts.
Pins.
Pipes, earthenware.
Pipes, Gas and Water, iron.
Pipes, Gutter, cast iron.
Piping, lead or zinc.
Pitch.
Plough Shares, and Mould Boards.
Plumbers' Work.
Porter and Ale, in cases.
Porter and Ale, in wood (actual weight to be charged).
Potash.
Potatoes, in baskets.
Provisions, salt.
Pumice Stone.
Pumps.
Putty.
Raisins, in boxes.
Red Lead.
Resin.
Retorts.
Rice.
Rick Stands, metal.
Ropes, new.
Rosewood, in logs.
Sacking.
Sacks, new.
Safes, iron.
Sago.
Sail Cloth and Canvas.
Saltpetre.
Saws.
Scythes.
Scythe Stones.
*Seeds, except Mill Seeds, and Hay, Flax, Garden and Grass Seeds.
Ships' Sails.
Shot.
Shovels and Spades.
Shumac.
Sickles.
Skins, wet.
Soap, common.
Soap, soft.
Sock Plates.
Soda.
Soda and Mineral Waters.
Solder.
Spokes.
Springs, carriage.
Starch.
†Steel, in bars and rods, exceeding 13 ft. long.
Sugar, raw.
Sugar (refined), in casks.
Tallow.
Tar.
Tarpaulins.
Thorn Quicks, in bundles or crates.
‡Timber, over 13 feet, long (except mahogany), to be charged by measurement.
Tin, block and sheet.
Tobacco Water.
Tool Chests.
Treacle.
Trees, Young Forest, in bundles.
Tubes, iron.
§Turf.
‖Twigs.
Valonia, in bags.
Vegetables, green, in baskets, hampers, or crates.
Vetches.
Vices.
Vinegar, in wood.
Weights.
Wheels, Cart.
White Lead.
Wire, Iron, fine.
Wire Netting.
Zinc, block or sheet.

FOURTH CLASS.

Ale and Porter, in hampers.
Arrow Root.
Baking Powder.
Bales, Packs, Trusses, Boxes, and Cases of Linen, Calico, and Soft Goods.
Barrels, new.
Barm, at owners' risk.
Beehives, empty.
Bellows.
Bells.
Bird Seeds.
Biscuits, in tins.
Bladders.
Blankets.
Books.
Boots and Shoes.
Brass, new.
Bread.
Bristles.
Brushes.
Buckets.
Burr Stones.
Butter, in cools or crocks.
Butter, in baskets.
Cabbage Plants.
Caen Stones, in cases.
Calico.

* Bark to be charged at a minimum weight of three tons to each waggon. Should more than three tons be loaded in one waggon, the charge is to be made for the actual weight. Bark (*loose*) to be loaded and unloaded by the owners, and the waggons to be subject to demurrage, the same as in first class.

† When deals and boards (except mahogany and veneers), or iron and steel, in bars and rods, above 13 feet long, can be loaded in ordinary goods or cattle waggons, the same rate may be charged as if they were only 13 feet long. When two or more waggons are required for the conveyance of shafts, iron girders, long timber, and such like articles, they are to be charged for specially at the rate of one ton to each waggon, if the actual weight does not amount to that.

‡ Bog wood to be charged at a minimum weight of two tons to each waggon, and to be loaded and unloaded by the owners. The waggons to be subject to demurrage, the same as in first class. Should more than two tons be loaded in one waggon, the charge is to be made for the actual weight.

§ Osiers to be charged at a minimum weight of three tons to each waggon. Should more than three tons be loaded in one waggon, the charge is to be made for the actual weight.

‖ Peat to be charged at a minimum weight of two tons to each waggon, and to be loaded and unloaded by the owners. The waggons to be subject to demurrage the same as in first class. Should more than two tons be loaded in one waggon the charge is to be made for the actual weight.

* When sent in quantities of three tons and upwards, to be charged at second class rates.

† When Deals and Boards (except Mahogany and Veneers), or Iron and Steel, in rods and bars, above 13 feet long, can be loaded in ordinary Goods or Cattle Waggons, the same rate may be charged as if they were only 13 feet long. When two or more Waggons are required for the conveyance of Shafts, Iron Girders, Long Timber, and such like articles, they are to be charged for specially at the rate of one ton to each Waggon, if the actual weight does not amount to that.

‡ Mode of ascertaining the number of cubic feet in a tree or log of round Timber:—

Find the average girth in feet of the piece, which divide by 4. The square of the fourth of the girth multiplied by the actual number of feet in length will give the number of cubic feet, which, when divided by 40 (the number of cubic feet per ton) in the case of Oak, Teak, Beech, Ash, and Elm, or by 50 in all other descriptions of Timber, will give the weight in tons.

§ Turf to be charged at a minimum weight of two tons to each Waggon, and to be loaded and unloaded by the owners. The Waggons to be subject to demurrage, the same as in First Class. Should more than two tons be loaded in one Waggon, the charge is to be made for the actual weight.

‖ Twigs to be charged at a minimum weight of three tons to each Waggon. Should more than three tons be loaded in one Waggon, the charge is to be made for the actual weight.

Dublin, Wicklow, and Wexford Railway.—Inquiries Nos. 2 and 3—*continued.*

Canes and Reeds.
Carpeting.
Casks, new.
Castings, brass.
Castings, light.
Cheese.
Chimney Tops.
Churns.
Cider, in bottle.
Clothing, military.
Coach Wheels.
Codilla.
Coin, copper.
Confectionery.
Coopers' work.
Copper, sheet and wire.
Copper and White Metal.
Cordials, in wood.
Cordials, in bottle, in cases.
Corkwood.
Cotton, raw.
Cutlery.
Draperies.
Drugs, in hampers, cases, bags, or casks.
Emery.
Fenders.
Field Plants.
Figs.
Fishing Nets.
Flannel.
Flax, loose.
Floor Cloth, exceeding 12 feet (in cases only).
Fruits, not named, whether fresh or dry.
Fruits, preserved.
Garden Nets.
Garden Seats.
Garden Seeds.
Gas Meters.
Gas Fittings.
Gates, iron.
Gig shafts.
Glass, Flint.
Glass, Window.
Goods, Heavy, not specified in classification.
Grates, common.
Groceries, not named.
Gum.
Gutta Percha.
Haberdashery.
Hair, for upholsterers.
*Hay and Straw; each waggon to be charged as containing 2 tons.
Hay Rakes, Hand.
Hay Seed and Grass Seeds.
Hemp, loose.
Herrings, fresh.
Hides, dry.
Honey (except in hives).
Hops.
Hosiery.
Ice, packed.
India Rubber.
Iron Bedsteads.
Iron Pots and Ovens.
Iron Railing.
Isinglass.
Ivory and Lamp Black.
Japan Ware.
Joiners' Work.
Leather, patent or dyed.
Lemons,
Linen and Soft Goods.
Liquorice.
Macaroni.
Machinery.
Mahogany Boards.
Marble, polished.
Meat, fresh.
Medicine, in cases.
Milk Bowls, metal.
Millstones.
Models (wooden), for castings.
Nets, fishing or garden.
Nuts.
Oil, in cans or flasks.
Oil, in carboys or jars, packed.
Oranges.
Ordnance Stores, except gunpowder.
Ovens.
Paper Hangings.
Paper, writing.
Pewter Ware.
Pickles and Sauces.
Pigs, dead.
Porter and Ale, in hampers.
Poultry, dead.
Provisions, fresh and in canister.
Puncheons, Barrels, and Casks, new.
Rabbits, dead.
Rushes.
Saddlery.
Seeds, garden.
Seeds, hay and grass.
Shell Fish.
Shoes and Boots.
Skins, dry.
Soap, perfumed.
Spices.
Spirits, in wood or bottle.
Spirits, in carboys or jars.
Stamps, newspaper.
Stationery.
Stays, women's.
Sugar Candy.
Sugar, in loose loaves.
Tapioca.
Tea.
Tents and Tent Gear.
Thread.
Tiles, ornamental and porcelain.
Tin and Japan Ware.
Tobacco, in hogsheads or boxes.
Tow.
Tubes, copper and brass.
Tubing, gutta percha.
Turner's Work.
Turpentine.
Types, Printers'.
Umbrellas.
Varnish.
Vermicelli.
Vinegar, in jars or bottles.
Vitriol (in truck loads).
Walking Sticks.
Washing Machines.
Weighing Machines, packed.
Weighing Machines, loose.
Whalebone.
Wheels, Coach.
Whiskey, in wood.
Whips.
Window Glass.
Wine and Spirits, in wood.
Wine and Spirits, in bottle, packed in cases.
Woodenware.
Wool.
Woollen Goods.
Worsted.
Yarn.
Yeast, at owner's risk.

* Hay and Straw to be loaded and unloaded by the owners, and the Waggons to be subject to demurrage the same as in First Class.

FIFTH CLASS.

Agricultural Implements.
Baskets, new.
Baths, shower, &c.
Bath Chairs, packed in cases, each as 6 cwt.
Beds and Bedding.
Bird Cages.
Cab and Car Bodies.
Caps.
China Ware.
Cigars.
Cordials, in bottle in hampers.
Corks.
Essences.
Essential Oils.
Farm Carts (empty), each as 10 cwt.
Feathers.
Fish, fresh (except herrings or shell fish).
Flower Stands, iron.
Flower Stands, wire.
Flower Stands, wood.
Fruit Trees.
Furniture.
Game.
Garden Plants.
Glass, Plate.
Goods, light, not specified in classification.
Grates, polished.
Guns and Pistols, in cases.
Honey (in hives).
Indigo.
Ivory.
Lamps.
Looms, weaving.
Luggage.
Maps.
Mattresses.
Nurserymen's Packages.
Organs,
Patterns, Travellers'.
Perambulators, packed in cases, each as 3 cwt.
Perfumery.
Picture Frames.
Pipes, Tobacco.
Pistols and Guns, in cases.
Plants, garden.
Plaster Figures.
Plate Glass.
Poultry, alive.
Printing Machines.
Quills.
Sewing Machines.
Show Cards.
Silks, raw or manufactured.
Snuff.
Spirits of Wine.
Sponge, in cases.
Stoves.
Straw, for plaiting.
Tobacco Pipes.
Toys.
Travellers' Patterns.
Trunks.
Veneers.
Weaving Looms.
Wine and Spirits, in bottle, packed in hampers.

SIXTH CLASS.

Bandboxes (new).
Bonnets.
Clocks.
Furs.
Fuze.
Glass Mirrors.
Hats.
Instruments, Mathematical and Optical.
Lace.
Millinery.
Models of Architecture, Machinery, &c.
Musical Instruments.
Paintings.
Pictures.
Statuary.
Tobacco, except as in Fourth Class.
Vitriol (in less than truck loads).
Wax-work.

The under-mentioned Goods will be conveyed by Special Agreement only, viz.:—

Acids, not otherwise specified.
Articles, long or bulky, requiring extra accommodation, whether light or heavy.
Bath chairs, not packed.
Bullion.
Camphine.
Coin, other than copper.
Fireworks.
Gun Cotton.
Gunpowder.
Jewellery.
Lucifer Matches.
Naphtha.
Perambulators, not packed.
Plate and plated Articles.
Vegetable Roots, loose.

RATES of CHARGE for RETURNED EMPTIES.

I. All returned empties (excepting brewers' empties, empty sacks, and empty bottles) are to be charged by weight in the 3rd class. Minimum charge, under 20 miles, 1*d.*; 20 miles to 100 miles, 2*d.*; above 100 miles, 3*d.*

II. Brewers' returned empties are to be charged at the following rates:—

Quarter barrels, 1½*d.* each. Barrels, 3*d.* each.
Half „ 2*d.* „ Hogsheads, 4. „
Minimum charge, 3*d.*
Empty beer butts, 8*d.* per butt.

III. Returned empty sacks and bottles are to be charged by weight in 2nd class. Minimum charge, same as in clause I.

The carriage of returned empties is to be prepaid, except when they are of sufficient value to leave no doubt of their being released by consignees, but in no case must any money be paid out upon them.

Dublin, Wicklow, and Wexford Railway.—Inquiries Nos. 2 and 3—*continued.*

ii.—Table of Distances—Miles and Chains.

Stations.	Harcourt Street.		Dundrum.		Stillorgan.		Carrickmines.		Shankill.		Ballybrack.		Dalkey.		Kingstown.		Bray.		Delgany.		Kil
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.
Dundrum - -	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stillorgan - -	6	20	2	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carrickmines - -	7	20	4	20	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shankill - -	9	60	6	60	4	40	2	40	—	—	—	—	—	—	—	—	—	—	—	—	—
Ballybrack - -	15	28	12	28	10	8	8	8	5	48	—	—	—	—	—	—	—	—	—	—	—
Dalkey - -	17	43	14	43	12	23	10	23	7	63	2	15	—	—	—	—	—	—	—	—	—
Kingstown - -	19	48	16	48	14	28	12	28	9	68	4	20	2	5	—	—	—	—	—	—	—
Bray - -	12	15	9	15	6	75	4	75	2	35	3	13	5	28	7	33	—	—	—	—	—
Delgany - -	17	—	14	—	11	60	9	60	7	20	7	78	10	13	12	18	4	65	—	—	—
Kilcool - -	19	60	16	60	14	40	12	20	10	—	10	58	12	73	14	78	7	45	2	60	—
Newcastle - -	22	40	19	40	17	20	15	20	12	60	13	38	15	53	17	58	10	25	5	40	2
Killoughter - -	25	40	22	40	20	20	18	20	15	60	16	38	18	53	20	58	13	25	8	40	5
Wicklow - -	28	32	25	32	23	12	21	12	18	52	19	30	21	45	23	50	16	17	11	32	8
Glenealy - -	33	18	30	18	27	78	25	78	23	38	24	16	26	31	28	36	21	3	16	18	13
Rathdrum - -	37	23	34	23	32	3	30	3	27	43	28	21	30	56	32	41	25	8	20	23	17
Ovoca - -	42	64	39	64	37	44	35	44	33	4	33	62	35	77	38	2	30	49	25	64	23
Aughrim - -	49	25	46	25	44	5	42	5	39	45	40	23	42	38	44	43	37	10	32	25	29
Tinahely - -	56	54	53	54	51	34	49	34	46	74	47	52	49	67	51	72	44	30	39	54	36
Shillelagh - -	61	16	58	16	55	76	53	76	51	36	52	14	54	29	56	34	49	1	44	16	41
Arklow - -	48	76	45	76	43	56	41	56	39	16	39	74	42	9	44	14	36	61	31	76	29
Gorey - -	59	40	56	40	54	20	52	20	49	60	50	38	52	53	54	58	47	25	42	40	39
Ferns - -	69	65	66	65	64	45	62	45	60	5	60	63	62	78	65	3	57	50	52	65	50
Enniscorthy - -	77	36	74	36	72	16	70	16	67	56	68	34	70	49	72	54	65	21	60	36	57

iii.—Goods Rates per Ton, First, Second and Third Class.

Stations.	Harcourt Street.			Dundrum.			Stillorgan.			Carrick-mines.			Shankill.			Ballybrack.			Dalkey.			Kingstown.			Bray.			Delgany.			Kil
	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.	2d.	3d.	1st.
	s.d.	s.d.	s.d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.
Dundrum -	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stillorgan -	1 0	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carrickmines -	1 3	1 9	2 6	1 0	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shankill -	1 6	2 0	3 0	1 3	1 6	2 6	1 0	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ballybrack -	1 9	2 3	3 0	1 6	2 0	3 0	1 6	1 9	3 0	1 3	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dalkey -	2 0	2 6	4 0	1 9	2 3	3 6	1 6	2 0	3 0	1 6	1 9	3 0	1 3	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—
Kingstown -	2 3	3 0	4 6	2 0	2 9	4 0	1 9	2 3	3 6	1 6	2 0	3 0	1 6	1 9	2 6	1 0	1 6	2 6	1 0	1 6	2 6	—	—	—	—	—	—	—	—	—	—
Bray -	1 6	2 6	3 0	1 6	1 9	3 0	1 2	1 6	2 6	1 0	1 6	2 6	1 0	1 6	2 6	1 0	1 6	2 6	1 0	1 6	2 6	1 6	1 9	2 6	—	—	—	—	—	—	—
Delgany -	2 0	2 6	4 0	1 9	2 3	3 6	1 6	2 0	3 0	1 6	1 9	3 0	1 3	1 6	2 6	1 0	1 6	2 6	1 0	1 6	2 6	1 6	2 3	3 6	1 0	1 6	2 6	—	—	—	—
Kilcool -	2 3	3 0	4 6	2 0	2 9	4 0	2 0	2 6	4 0	1 9	2 3	3 6	1 6	2 0	3 0	1 6	2 0	3 0	1 6	2 0	3 0	1 9	2 3	3 6	1 0	1 6	2 6	—	—	—	—
Newcastle -	2 6	3 6	5 0	2 3	3 0	4 6	2 0	2 9	4 0	2 0	2 6	4 0	1 9	2 3	3 6	1 9	2 3	3 6	2 0	2 6	4 0	2 0	2 9	4 0	1 6	2 0	3 0	1 0	1 6	2 6	1 0
Killoughter -	2 9	3 9	5 6	2 6	3 6	5 0	2 3	3 3	5 6	2 3	3 0	4 6	2 0	2 6	4 0	2 0	2 9	4 0	2 3	3 6	4 6	2 3	3 3	5 0	1 9	2 3	3 6	1 3	1 9	3 0	1 0
Wicklow -	3 0	4 0	6 0	2 9	3 9	5 6	2 6	3 6	5 0	2 3	3 3	5 0	2 3	3 0	4 6	2 3	3 0	4 6	2 3	3 3	5 0	2 6	3 6	5 0	2 0	2 9	4 0	1 6	2 0	3 0	1 3
Glenealy -	3 3	4 9	6 6	3 3	4 6	6 3	3 0	4 3	6 6	3 0	4 0	6 0	2 6	3 6	5 0	2 6	3 6	5 0	2 9	3 9	5 3	3 0	4 0	6 0	2 3	3 3	5 0	2 0	2 9	4 0	1 9
Rathdrum -	3 9	5 3	7 6	3 3	4 9	6 6	3 3	4 6	6 6	3 0	4 3	6 0	3 0	4 0	6 0	3 0	4 0	6 0	3 0	4 0	6 0	3 0	4 3	6 0	3 3	4 9	6 6	2 9	3 9	5 6	2 3
Ovoca -	4 3	6 6	8 6	4 0	5 6	8 0	3 9	5 3	7 6	3 9	5 3	7 6	3 5	4 9	6 6	3 3	4 9	6 6	3 3	4 9	6 6	3 9	5 3	7 6	4 0	5 6	8 0	3 3	4 9	6 6	3 0
Aughrim -	4 9	7 0	9 3	4 6	6 9	9 0	4 3	6 6	8 6	4 3	6 3	8 6	4 0	6 0	8 0	4 0	6 0	8 0	4 3	6 3	8 6	4 6	6 9	9 0	4 0	5 9	7 9	3 3	4 9	6 6	3 3
Tinahely -	5 3	7 9	10 3	5 0	7 6	10 0	4 9	7 3	9 6	4 9	7 0	9 3	4 6	6 9	9 0	4 9	7 3	9 6	5 0	7 6	10 0	5 3	7 9	10 3	4 6	6 9	9 0	4 3	6 3	8 6	4 0
Shillelagh -	5 6	8 3	11 0	5 3	7 9	10 3	5 0	7 6	10 0	5 0	7 6	10 0	4 9	7 3	9 6	4 9	7 3	9 6	5 0	7 6	10 0	5 3	7 9	10 3	4 9	7 0	9 3	4 6	6 9	9 0	4 3
Arklow -	4 9	7 0	9 3	4 6	6 9	9 0	4 3	6 6	8 6	4 3	6 3	8 6	4 0	6 0	8 0	4 0	6 0	8 0	4 3	6 3	8 6	4 6	6 6	8 9	3 9	5 3	7 6	3 3	4 9	6 6	3 0
Gorey -	5 3	9 0	11 6	5 0	8 6	11 0	5 0	8 6	11 0	4 9	8 3	10 6	4 9	8 0	10 3	4 9	8 3	10 6	4 9	8 3	10 6	5 0	8 6	11 0	4 9	8 0	10 0	4 3	7 3	9 6	4 0
Ferns -	6 0	8 9	11 9	5 9	8 6	11 6	5 6	8 3	11 0	5 3	8 0	10 6	5 3	8 0	10 6	5 3	8 0	10 6	5 6	8 3	11 0	5 9	8 6	11 6	5 3	7 9	10 3	4 9	7 3	9 6	4 9
Enniscorthy -	6 6	10 9	13 9	6 0	9 9	12 9	6 0	9 6	12 6	5 9	9 3	12 3	5 9	9 3	12 3	6 0	9 6	12 6	6 3	9 9	12 9	5 6	9 0	11 9	5 3	8 9	11 3	5 3	8		

A reduction of 20 per cent. from second-class rate is made on

Stations.	Harcourt Street.			Dundrum.			Stillorgan.			Carrick-mines.			Shankill.			Ballybrack.			Dalkey.			Kingstown.			Bray.			Delgany.			Kil
	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.	5th.	6th.	4th.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.
Dundrum -	3 6	4 6	6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stillorgan -	3 6	4 6	6 0	3 6	4 6	6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carrickmines -	3 6	4 6	6 0	3 6	4 6	6 0	3 6	4 6	6 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shankill -	4 0	5 0	7 0	3 6	4 6	6 0	3 6	4 6	6 0	3 6	4 6	6 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ballybrack -	4 6	5 6	8 0	4 6	5 6	8 0	4 0	5 0	7 0	3 6	4 6	6 6	3 6	4 6	6 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dalkey -	6 0	7 6	11 0	5 0	6 0	9 0	4 6	5 6	8 0	4 0	5 0	7 0	3 6	4 6	6 6	3 6	4 6	6 6	—	—	—	—	—	—	—	—	—	—	—	—	—
Kingstown -	6 6	8 0	12 0	6 0	7 6	11 0	5 0	6 0	9 0	4 6	5 6	8 6	4 0	5 0	7 0	3 6	4 6	6 6	3 6	4 6	6 6	—	—	—	—	—	—	—	—	—	—
Bray -	4 6	5 6	8 0	4 0	5 6	7 0	3 6	4 6	6 6	3 6	4 6	6 6	3 6	4 6	6 6	3 6	4 6	6 6	3 6	4 6	6 6	3 6	4 6	6 6	—	—	—	—	—	—	—
Delgany -	6 0	7 6	11 0	5 0	6 0	9 0	4 6	5 6	8 0	4 0	5 0	7 0	3 6	4 6	6 6	3 6	4 6	6 6	4 6	5 6	7 0	4 6	5 6	8 0	5 0	6 0	9 0	3 6	4 6	6 0	—
Kilcool -	6 6	8 6	12 0	6 0	7 6	11 0	5 6	7 0	10 0	5 0	6 0	9 6	4 6	5 6	8 0	4 6	5 6	8 0	5 0	6 0	9 0	5 0	7 0	10 0	3 6	4 6	6 0	3 6	4 6	6 0	—
Newcastle -	7 6	9 6	14 0	6 6	8 0	12 0	6 0	7 6	11 0	5 6	7 0	10 6	5 0	6 0	9 0	5 0	6 6	9 0	5 6	7 0	10 0	6 6	7 6	11 0	4 6	5 6	8 0	3 6	4 6	6 0	3 6
Killoughter -	8 0	10 6	15 0	7 6	9 6	14 0	7 0	9 0	13 0	6 6	8 0	12 0	5 6	7 0	10 0	6 0	7 6	11 0	6 0	8 0	12 0	7 0	9 0	13 0	5 0	6 0	9 0	4 6	5 0	7 0	3 6
Wicklow -	8 6	11 0	16 0	8 0	10 6	15 0	7 6	9 6	14 0	7 0	9 0	13 0	6 6	8 0	12 0	6 6	8 0	12 0	7 0	9 0	13 0	7 6	9 6	14 0	6 0	7 6	11 0	4 6	5 6	8 0	4 0
Glenealy -	10 0	13 0	19 0	9 6	12 0	18 0	9 0	11 6	17 0	8 6	11 0	16 0	7 6	9 6	14 0	7 6	9 6	14 0	8 0	10 0	15 0	8 6	11 0	16 6	7 0	9 0	13 0	6 0	7 6	11 0	5 0
Rathdrum -	11 0	14 0	21 0	10 0	13 0	19 0	9 6	12 0	18 0	9 0	11 6	17 0	8 6	11 6	16 0	8 6	11 0	16 0	9 0	11 6	17 0	10 0	13 0	19 0	8 0	10 0	15 0	7 0	9 0	13 0	6 0
Ovoca -	12 9	16 6	25 0	12 0	16 6	23 0	11 0	14 6	21 0	11 0	14 6	21 0	10 0	13 0	19 0	10 0	13 0	19 0	11 0	14 0	21 0	12 0	16 0	23 0	10 0	13 0	19 0	8 6	11 0	16 0	7 6
Aughrim -	13 9	20 0	30 0	13 3	18 6	28 0	12 9	17 6	27 0	12 6	17 6	26 6	12 0	16 6	23 0	12 0	16 6	23 0	13 3	18 6	28 0	13 9	20 0	30 0	11 6	15 6	21 6	10 0	13 0	19 0	10 0
Tinahely -	15 3	25 0	37 6	15 0	23 6	35 0	14 3	21 6	30 0	13 9	20 0	30 0	13 3	18 6	28 6	14 3	21 0	30 0	15 0	23 6	35 0	15 3	25 0	37 6	13 3	18 6	28 6	12 6	17 6	26 6	11 6
Shillelagh -	16 0	26 9	40 0	15 3	25 0	37 6	15 0	23 6	35 0	15 0	23 6	35 0	14 3	21 6	32 0	14 3	21 0	30 0	15 0	23 6	35 0	15 3	25 0	37 6	13 9	20 0	30 0	13 3	18 6	28 6	12 6
Arklow -	13 9	20 0	30 0	13 3	20 0	30 0	12 9	17 6	27 0	12 6	17 6	26 6	12 0	16 6	23 0	12 0	16 6	23 0	12 6	17 6	26 6	13 3	18 6	27 6	11 3	15 0	22 6	10 0	13 0	19 0	9 0
Gorey -	16 9	26 0	38 6	16 0	26 0	38 6	15 9	23 6	33 0	15 3	22 6	33 0	14 9	21 6	31 0	15 0	21 6	31 0	15 3	22 6	33 0	16 0	24 6	36 0	14 6	19 6	29 0	13 6	18 6	27 6	13 0
Ferns -	17 6	29 3	45 0	17 0	28 6	42 0	16 6	27 6	40 0	16 3	27 3	40 0	15 9	26 6	40 0	15 9	25 6	37 0	16 3	27 3	40 0	17 6	28 6	42 0	15 3	25 0	37 6	14 3	21 6	32 0	14 0
Enniscorthy -	19 6	32 0	48 3	18 9	30 0	45 9	18 9	30 9	45 9	18 3	30 0	45 9	17 9	29 3	42 9	17 9	29 3	42 9	18 3	30 0	45 9	19 3	30 9	47 9	17 0	28 0	40 9	16 6	27 3	40 9	16 0

Dublin, Wicklow, and Wexford Railway.—Inquiries Nos. 2 and 3.—*continued.*

ii.—Table of Distances—Miles and Chains.

Newcastle.		Killoughter.		Wicklow.		Glenealy.		Rathdrum.		Ovoca.		Aughrim.		Tinahely.		Shillelagh.		Arklow.		Gorey.		Ferns.	
Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Dublin, Wicklow, and Wexford Railway.—Inquiries Nos. 2 and 3—*continued.*

iv. General Remarks.

The Dublin, Wicklow, and Wexford Railway Company submits to the Royal Commission the accompanying compilation denominated "Classification of Goods," [pp. 265, 267] used generally by the railway companies in Ireland, associated in the Irish Railway Clearing House, by means of which the principles adopted in the conduct of the company's goods traffic may be best understood.

The various articles of merchandize are therein respectively classified.

The charge made for conveyance of each article is according to the class in which the article is placed; and it follows that there is a different rate of charge fixed for each of the several classes.

The ordinary lists of rates for merchandize thus classified, and table of distances from station to station, also accompany this statement, [pp. 268, 269] and these, with the following additional particulars, give the Commission, in fact, all the information on the subject that the company itself possesses.

The "minimum charge per ton for each article for the shortest distance," is shown on the lists of rates, and quantities less than a ton are charged proportionately at the same rate, subject to a minimum charge as follows:—

	s.	*d.*
For any distance under 25 miles	0	9
25 to 50 „	1	0
51 to 100 „	1	3
101 to 150 „	1	6
above 150 „	2	0

The rates generally cover terminal expenses and loading and unloading by the company, except on 1st class goods; and these are statedly loaded and unloaded by the owners, but the company's servants nevertheless usually assist.

The goods traffic is ordinarily transmitted at the risk of the company, with the exception of articles in 1st class, which are conveyed at the risk of the owners.

The practice of the company is to deliver daily, at the destination stations, the traffic which has been forwarded on the previous day to the company for transmission.

The loading is usually performed at the time of the delivery of the goods to the company for conveyance, and the unloading commences quickly after their arrival at the inwards station. 24 hours are, however, allowed for the unloading of 1st class goods.

Warehousing is given for 24 hours free of charge; and where the company have ample accommodation, its customers obtain storage without charge for a lengthened period.

Demurrage of waggons is subject to be charged at the rate of 3*s.* per day or part of a day, after 24 hours subsequent to arrival of train. Sundays, Christmas Day, and Good Friday excepted. But the charge is rarely or ever made.

The service of collection and delivery is performed by an agent of the company at the following rate, but the charge is not made unless the work is actually done:—

In Dublin, up to 8 cwt., 3*d.* per cwt.
„ 8 cwt. to 1 ton, 2*s.*
In the country, 1*s.* per ton.
Minimum charge, 3*d.*, which covers 5 cwt.

The railway of this company does not form a junction with that of any other company, and several queries of the Commission are therefore inapplicable.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Waterford, Wexford, Wicklow, and Dublin Railway Act, 1846	9 & 10 Vict. c. 208.
The Dublin and Wicklow Act, 1851	14 & 15 Vict. c. 108.
The Dublin and Wicklow (Amendment) Act, 1857	20 & 21 Vict. c. 29.
The Dublin, Wicklow, and Wexford Railway (Enniscorthy Extension) Act, 1860	23 Vict. c. 47.
The Dublin, Wicklow, and Wexford Railway Act, 1861	24 Vict. c. 11.
The Dublin, Wicklow, and Wexford Railway Act, 1864	27 & 28 Vict. c. 126.

Dublin and Kingstown Railway.

Dublin and Kingstown Railway Act, 1831	1 & 2 Will. 4. c. 69.
Dublin and Kingstown Railway Act, 1834	4 Will. 4. c. 27.
Dublin and Kingstown (Extension to Bray) Act, 1846	9 & 10 Vict. c. 213.

Dublin, Wicklow, and Wexford Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.*	Single.	Return.*	Single.	Return.*	Single.	Return.
	Kingstown Line.						*Main Line.*							
Average fares charged per mile.	2·76	4·15	1·84	2·76	—	—	1·99	2·76	1·50	2·80	·98	1·38	·98	—
							Kingstown Line.							
							2·15	3·16	1·62	2·30	·96	1·60	·96	—
							Main Line.							
Highest - - -	2·76	4·15	1·84	2·76	—	—	2·	3·00	1·50	2·24	1·	1·50	·98	—
							Kingstown Line.							
							2·31	3·46	1·68	2·52	1·05	1·68	·96	—
							Main Line.							
Lowest - - -	2·76	4·15	1·84	2·76	—	—	1·99	2·00	1·50	1·50	·50	1·00	·98	—
							Kingstown Line.							
Maximum fares allowed by Act of Parliament.							2·	2·32	1·33	1·66	·50	1·32	·96	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	1st Class.		2nd Class.		3rd Class.		Miles.
	Single.	Return.	Single.	Return.	Single.	Return.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Main line, Harcourt Street and Fániscorthy	13 0	19 6	9 9	14 8	6 5	9 8	77½
Kingstown line, Westland Row and Kingston	1 0	1 6	0 8	1 0	0 6	0 8	6

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distance between the stations.

—	1st Class.		2nd Class.		3rd Class.		Miles.
	Single.	Return.	Single.	Return.	Single.	Return.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Main line, Stillorgan and Foxrock - -	0 3	0 4	0 2	0 3	0 1	0 2	¾
Kingstown line, Seapoint and Salthill -	0 3	0 5	0 2	0 3	0 1	0 2	½

Are market tickets issued? If so, between what places and at what proportion of the single fares?
Main line.—From Dublin to each station to Bray inclusive and from these stations to Dublin.
Kingstown line.—From Dublin to each station to Kingstown inclusive, and from these stations to Dublin.
At about half the third single fare.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - - 25 miles per hour.
„ „ ordinary passenger trains „ - - - - 20 „
„ „ parliamentary „ „ - - - - 20 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class; the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

[* The return fares per mile in this table were given by the company, on the mileage of the double journey; they have been altered to the single journey mileage, to make them conform to those of the majority of the returns.]

Dublin Wicklow and Wexford Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.

Light Parcels.	Up to 7 lbs.	8 to 14 lbs.	15 to 28 lbs.	29 to 56 lbs.	57 to 84 lbs.	85 to 112 lbs.	Every further 14 lbs. or part of 14 lbs.	Heavy Parcels. Above 1 cwt., every fraction of ¼ cwt. being charged as ¼, in proportion, after the first cwt.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 12 miles - -	0 3	0 4	0 5	0 6	0 8	0 10	0 1	0 8 per cwt.
Above 12 and under 30 miles - -	0 4	0 6	0 8	1 0	1 2	1 4	0 2	1 0 do.
30 and under 50 miles - -	0 6	0 8	0 10	1 4	1 6	2 0	0 3	1 6 do.
50 and under 80 miles - -	0 9	1 0	1 2	1 6	2 0	2 6	0 4	2 0 do.
Dublin and Wexford, including collection and delivery.	1 0	1 4	1 8	2 0	2 6	3 6	0 6	2 6 do.

Subscribers parcels are conveyed betwen the stations for which their subscription tickets are issued at one penny each.

By Goods Trains.

Regulations as to the Charges for the Conveyance of Goods Traffic.

The carriage of goods is to be charged at the tonnage rates according to the accompanying classification; no less charge being made than the following. viz.:—

	Minimum Charge.		Minimum Charge.
	s. d.		*s. d.*
When the rate is under 5*s.* - - -	0 6	40*s.* and under 45*s.* - - - -	2 6
5*s.* and under 10*s.* - - - -	0 9	45*s.* „ 50*s.* - - - -	3 0
10*s.* „ 15*s.* - - - -	1 0	50*s.* „ 60*s.* - - - -	3 6
15*s.* „ 20*s.* - - - -	1 3	60*s.* „ 70*s.* - - - -	4 0
20*s.* „ 25*s.* - - - -	1 6	70*s.* „ 80*s.* - - - -	4 6
25*s.* „ 30*s.* - - - -	1 9	80*s.* „ 90*s.* - - - -	5 0
30*s.* „ 35*s.* - - - -	2 0	90*s.* „ 100*s.* - - - -	5 6
35*s.* „ 40*s.* - - - -	2 3	100*s.* and upwards - - - -	6 0

The minimum charge for goods in 5th and 6th classes is to be the same as that for 4th class goods.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	d.	*s. d.*
Horse boxes containing 3 horses, not exceeding 50*l.* each in value -	7¾	12 0
Do. 2 do. do. -	5¾	9 0
Do. 1 do. do. -	4	6 0
Two-wheeled carriages - - - - - - - -	4½	6 0
Four do. do. - - - - - - - -	5¾	8 0
		Charges for Dogs.
Dogs - - - - - - - - - - - - - -		*s. d.*
		Up to 30 miles - - 0 6 each.
		30 and under 50 miles - 1 0 „
		50 „ 80 „ - 1 6 „

Dublin Wicklow and Wexford Railway.—Inquiry No. 7—*continued.*

What is the rate of insurance on horses exceeding the above-mentioned values?
5l. per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distance and charges.
Uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged on the lines included in your former return for live stock carried by goods trains.

RATES of CHARGE for the CONVEYANCE of LIVE STOCK.

Distance, Miles.	Rate per Waggon.	Rate per Half-Waggon.	Distance, Miles.	Rate per Waggon.	Rate per Half-Waggon.	Distance, Miles.	Rate per Waggon.	Rate per Half-Waggon.
	s. d.	*s. d.*		*s. d.*	*s. d.*		*s. d.*	*s. d.*
1 to 9	10 0	5 0	46 to 48	25 6	13 0	85 to 87	44 0	22 0
10 to 12	10 0	5 0	49 to 51	26 6	13 6	88 to 90	45 0	22 6
13 to 15	12 0	6 0	52 to 54	27 6	14 0	91 to 93	46 6	23 6
16 to 18	12 0	6 0	55 to 57	28 6	14 6	94 to 96	47 6	24 0
19 to 21	13 6	7 0	58 to 60	31 0	15 6	97 to 99	48 6	24 6
22 to 24	14 6	7 6	61 to 63	32 0	16 0	100 to 102	49 6	25 0
25 to 27	15 6	8 0	64 to 66	33 0	16 6	103 to 105	50 6	25 6
28 to 30	16 6	8 6	67 to 69	35 6	18 0	106 to 108	50 6	25 6
31 to 33	17 6	9 0	70 to 72	36 6	18 6	109 to 111	52 0	26 0
34 to 36	20 0	10 0	73 to 75	37 6	19 0	112 to 114	53 0	26 6
37 to 39	22 0	11 0	76 to 78	39 6	20 0	115 to 117	54 0	27 0
40 to 42	23 0	11 6	79 to 81	41 0	20 6	118 to 120	55 0	27 6
43 to 45	24 6	12 6	82 to 84	43 0	21 6	121 to 123	56 0	28 0

REGULATIONS.

1st. Live stock is to be charged by the waggon or half-waggon, according to the above rates.

2nd. The sender may load as many head in each waggon as he may think fit, but the company will, in no case, be responsible for any injury to live stock that may arise from over-loading.

3rd. The "rate per waggon" to be charged whenever the number loaded in the waggon exceeds the following, viz.:—four head of fat or full-grown cattle, five head of small cattle, ten calves (under two months old), fourteen sheep or pigs, or eighteen lambs.

4th. The "rate per half-waggon" to be charged whenever the number loaded in the waggon does not exceed the above.

5th. When only half a waggon is charged, the company to have the option of making use of the remaining half for conveying other live stock.

6th. All charges must be prepaid, and the live stock must be unloaded and removed from the company's premises immediately the waggons arrive at the place for unloading.

7th. Drivers in charge of stock will be charged half third-class fares, one being permitted to travel with each truck or half-truck.

8th. The company do not pledge themselves to the arrival of the cattle trains at any given time; neither do they hold themselves liable for any injury or damage occurring to live stock while on the Dublin, Wicklow, and Wexford Railway; and they undertake the conveyance of it only on condition that they be free from all risk and responsibility.

9th. Parties forwarding stock are requested to give the station master twenty-four hours previous notice for the supply of waggons.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Dublin, Harcourt Street, and Enniscorthy; distance 77½ miles.
For other particulars see above.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Dublin, Harcourt Street, and Shankill; distance 9¾ miles.
For other particulars see above.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

None to the shows. Any returning from the shows unsold are carried free at owner's risk.

Dublin, Wicklow, and Wexford Railway—*continued.*

Inquiry No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed Table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening and substitute this date at top of the column.

—	1840.	1858.		1865.	
		Main Line.	Kingstown Line.	Main Line.	Kingstown Line.
		d.	*d.*	*d.*	*d.*
Single passenger fares, 1st class	Not open. No record of fares at this date in possession of Dublin, Wicklow, and Wexford Company.	2·01	2·47	1·99	2·11
Do. 2nd class		1·52	1·81	1·50	1·52
Do. 3rd class		·96	·97	·98	·96
Horses by passenger trains - - each		4	—	4	not conveyed.
Four-wheeled carriages - - „		5¾	—	5¾	not conveyed.
Parcels		Vide Inquiry No. 6.			
		Main Line.		Main Line.	
Oxen		Vide Inquiry No. 8.			
Sheep					
Fish - - - per ton		No separate account kept.			
Coal - - - „		2·76		1·	
Bricks - - - „		2·76		1·	
Manure - - - „		2·97		1·	
Iron ore - - - „		2·76		1·	
Bar iron - - - „		2·97		1·66	
Iron castings - - „		3·61		2·12	
Stone - - - „		2·97		1·	
Lime - - - „		2·97		1·	
Salt - - - „		2·97		1·66	
Grain - - - „		2·12		1·66	
Flour - - - „		2·12		1·66	
Timber - - - „		2·76		1·66	
Hay - - - „		4·88		3·01	
Potatoes - - - „		2·12		1·66	
Mangold wurzel - - „		2·12		1·66	
Goods generally, of the kind now included by Irish Clearing House under the 1st class - -	Dublin, Wicklow, and Wexford Railway Kingstown Line	2·76		1·	
2nd „ - -		2·97		1·66	
3rd „ - -		3·61		2·12	
4th „ - -		4·88		3·01	
5th „ - -		7·64		4·95	
Special class - - - -		2·12		—	

CALEDONIAN RAILWAY (SCOTTISH CENTRAL).

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The Scottish Central Railway and Branches, including the Dundee and Perth and Dundee and Newtyle sections, and the Crieff Junction and Dumblane, Doune, and Callander lines.

	Miles.	
Dundee to Greenhill	67	double.
Newtyle branch	13¼	single.
Perth Harbour branch	0¾	„
Crieff Junction	9	„
Dumblane, Doune, and Callander branch	11	„
Alloa branch	5	„
Denny branch	5	„
	111	

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation.	(c.) Is it included in the foregoing Charges?	(d) What is the Charge for Loading and Unloading when done by the Company?	(d) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*common, for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1s.	4 tons.	6 miles.	1d. to 2d., according to distance.	Average about 1d. per ton per mile, but varies slightly according to distance and circumstances.	Nil.	Yes.	The company never load these articles.	

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

They are with trifling exceptions.

4. If not, state the nature of the exceptions.

From the general station at Perth to Perth Harbour, distance 1½ miles, the charge is only 9*d.* per ton.

From the general station at Perth to Prince's Street station, Perth, distance about ¾ mile, the charge is 9*d.* per ton.

From Stirling to Dumblane, Kinbusk, and Greenloaning (where the traffic passes over a very heavy incline) the charges are as follow, viz.:—

Stirling to Dumblane	5 miles,	1*s.* 3*d.* per ton.
Do. to Kinbusk	7½ „	1*s.* 6*d.* „
Do. to Greenloaning	11 „	2*s.* 3*d.* „

5. Is the traffic of this class conveyed at the owner's risk or otherwise?

At owner's risk.

6. If not, state in what respects you depart from this condition.

At owner's risk.

7. Do you undertake to deliver this class of traffic within a specified time?

No fixed time other than ordinary despatch.

8. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours for loading, and 24 hours for unloading.

9. What charge do you make for demurrage of waggons?

3*s.* per waggon per day.

Caledonian Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common*	None of these articles are carried in owners' waggons except coal, stone, iron stone, and manure in bulk, and for which the same rates are charged when carried in owners' waggons as when carried in the company's waggons. But the company allow mileage varying from $\frac{1}{8}$ths of a penny to $\frac{3}{4}d.$ per waggon per mile, according to distance and other circumstances, for use of owners' waggons.						
Cannel							
Chromate ores							
Cinders							
Clay							
Coal							
Coke							
Compost							
Coprolites, *for manure*							
Culm							
Draining pipes and tiles (*common, for agricultural draining*).							
Dross							
Fire bricks and clay							
Flagstones							
Granite, *undressed*							
Gravel							
Iron ore							
Iron, *pig*							
Iron stone							
Lime and limestone							
Manure, *in bulk*							
Materials for road repairs							
Peat							
Potters' earth							
Pyrites							
Salt, *rock, and unmanufactured.*							
Salt, *in bulk,* including manufactured salt, when so carried.							
Sand							
Scoriæ							
Slag							
Slates, *common*							
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

10*d.* Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions. No.

18. Are junctions considered as stations for this class of traffic? Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? The traffic is simply re-booked, but the same waggon is sent forward with the load.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? No.

If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Caledonian and Scottish Central Railways Amalgamation Act [28 & 29 Vict, c. 287.], 1865.

GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this Return refers, and state their respective lengths. } Great Southern and Western Railway of Ireland, 387¼ traffic miles open.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for loading and unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
	s. d.								
Bricks, *common*	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Cannel	Not carried by this railway.								
Chromate ores	Not carried by this railway.								
Cinders	Not carried by this railway.								
Clay	Not carried by this railway.								
Coal	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Coke	Not carried by this railway.								
Compost	Not carried by this railway.								
Coprolites, *for manure*	Not carried by this railway.								
Culm	Not carried by this railway.								
Draining pipes and tiles (*com. for agricultural draining*)	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Dross	Not carried by this railway.								
Fire bricks and clay	Not carried by this railway.								
Flagstones	Not carried by this railway.								
Granite, *undressed*	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d*	Yes.	Not done by this company.	
Gravel	Not carried by this railway.								
Iron ore	Not carried by this railway.								
Iron, *pig*	Not carried by this railway.								
Iron stone	Not carried by this railway.								
Lime and limestone	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Manure, *in bulk*	Not carried by this railway.								
Materials for road repairs	Not carried by this railway.								
Peat	3 9	Any quantity over 2 tons.	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Included in terminal.	
Potters' earth	Not carried by this railway.								
Pyrites	Not carried by this railway.								
Salt, *rock and unmanufactured*	Not carried by this railway.								
Salt, *in bulk*, including manufactured salt, when so carried	3 3	Any quantity	10 miles	1¼*d.*	1¼*d.* to 1¼*d.*	1*s.* 6*d.*	Yes.	Included in terminal.	
Sand	Not carried by this railway.								
Scoriæ	Not carried by this railway.								
Slag	Not carried by this railway.								
Slates, *common*	Not carried by this railway.								
Stone, *in the rough state, building, pitching, paving, kerb or flags*	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Sulphur ore	Not carried by this railway.								
Tiles	2 6	5 tons	10 miles	1*d.*	1*d.* to ¾*d.*	1*s.* 6*d.*	Yes.	Not done by this company.	
Turf	See Peat.								
Zinc ore	Not carried by this railway.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

4. If not, state the nature of the exceptions. — Vary where distance by rail is greater than that by road and at competitive points.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Except peat and salt.

6. If not, state in what respects you depart from this condition. —

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

No traffic in other than company's waggons on this railway.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions. —

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Local rates of each company charged and waggons sent through.

Great Southern and Western Railway of Ireland.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in Addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Alabaster	3 3	Any quantity which at tonnage rates would not yield minimum charge.		2*d.*	1½*d.*					
Alum and alum cake	3 9			2½*d.*	1¾*d.*					
Asphaltum	3 3			2*d.*	1½*d.*					
Axles, wheels, and tyres, *steel, at owner's risk.*	3 9			2½*d.*	1¾*d.*					
Baggage, *military*	2*d.* per ton per mile.			Any quantity or distance.						
Bark (tanners') *packed*	3 9	Any quantity which at tonnage rates would not yield minimum charge.		2½*d.*	1¾*d.*					
Barley	3 3			2*d.*	1½*d.*					
Beans	3 3			2*d.*	1½*d.*					
Bleaching powder	3 3			2*d.*	1½*d.*					
Bone ash	3 3			2*d.*	1½*d.*					
Bones, *common, for size or manure.*	3 3			2*d.*	1½*d.*					
Bran	3 3			2*d.*	1½*d.*					
Brimstone	3 9			2½*d.*	1¾*d.*					
Builders' implements, *ladders, planks, scaffold poles, &c.*	3 9			2½*d.*	1¾*d.*					
Burr stones	5 6			3¾*d.*	2½*d.*					
Cannon balls	5 6			3¾*d.*	2½*d.*					
Cement	3 3			2*d.*	1½*d.*					
Chains, *large, loose*	3 3			2*d.*	1½*d.*					
Chalk	3 3			2*d.*	1½*d.*					
Charcoal, *packed*	3 9			2½*d.*	1¾*d.*					
Charcoal, *animal*	3 9			2½*d.*	1¾*d.*					
Chimney pots, *earthenware at owner's risk.*	5 6			3¾*d.*	2½*d.*					
Clay retorts, *at owner's risk.*	3 9			2½*d.*	1¾*d.*					
Clog blocks, *rough*	3 3			2*d.*	1½*d.*					
Coal dust, *in bags and casks.*	2 6	5 tons		1½*d.*	0¾*d.*					
Copperas	3 9	Any quantity which at tonnage rates would not yield minimum charge.		2½*d.*	1¾*d.*					
Copper ore	3 3			2*d.*	1½*d.*					
Cullet, *in casks*	3 3			2*d.*	1½*d.*					
Deals, 2½ *tons per standard.*	3 3			2*d.*	1½*d.*					
Drain pipes	2 6	5 tons		1½*d.*	0¾*d.*					
Farina	3 3			2*d.*	1½*d.*					
Felloes, naves, and spokes.	3 9		1 to 10 miles.	2½*d.*	1¾*d.*	Included in the Rates.	Yes.	Included in the Rates.	No.	None.
Fire-clay chimney cans, *at owner's risk.*	5 6			3¾*d.*	2½*d.*					
Fire-clay vent linings, *at owner's risk.*	3 9			2½*d.*	1¾*d.*					
Fire-clay ware, *not otherwise specified, at owner's risk.*	3 9			2½*d.*	1¾*d.*					
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	3 9			2½*d.*	1¾*d.*					
Flooring boards	3 3			2*d.*	1½*d.*					
Flour	3 3			2*d.*	1½*d.*					
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	3 9			2½*d.*	1¾*d.*					
Gas water	3 9	Any quantity which at tonnage rates would not yield minimum charge.		2½*d.*	1¾*d.*					
Glue pieces, *wet*	3 9			2½*d.*	1¾*d.*					
Grains, *brewers' and distillers'.*	3 3			2*d.*	1½*d.*					
Grain, flour, &c. (*See separate entries*).	3 3			2*d.*	1½*d.*					
Grindstones, *at owner's risk.*	3 9			2½*d.*	1¾*d.*					
Guano	3 3			2*d.*	1½*d.*					
Gypsum	3 3			2*d.*	1½*d.*					
Hoopwood, *rough, in bundles.*	3 9			2½*d.*	1¾*d.*					
Ice, *in 4 ton lots (weight taken at starting point).*	5 6			3¾*d.*	2½*d.*					
Indian corn	3 3			2*d.*	1½*d.*					
Boiler plates, bars, and other undamageable iron.	3 3			2*d.*	1½*d.*					
Iron retorts	3 9			2½*d.*	1¾*d.*					
Scrap iron	3 3			2*d.*	1½*d.*					
Iron spikes	3 3			2*d.*	1½*d.*					
Lead ore	3 3			2*d.*	1½*d.*					
Lathwood	3 9			2½*d.*	1¾*d.*					

Great Southern and Western Railway of Ireland.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Lead, *pig*	2 6	5 tons		1½*d.*	0¾*d.*					
Mahogany	3 9			2½*d.*	1¾*d.*					
Malt and meal	3 3			2*d.*	1½*d.*					
Manganese	3 9			2¾*d.*	1¾*d.*					
Manures, *packed*	3 3			2*d.*	1½*d.*					
Oats	3 3	Any quantity which at tonnage rates would not yield minimum charge.		2*d.*	1½*d.*					
Ochre	3 3			2*d.*	1½*d.*					
Oil cake	3 3			2*d.*	1½*d.*					
Oil cake, *ground*	3 3			2*d.*	1½*d.*					
Patent fuel	3 3			2*d.*	1½*d.*					
Peas, *dried*	3 9			2½*d.*	1¾*d.*					
Pelts, *wet*	3 9			2½*d.*	1¾*d.*					
Pipe clay	3 3			2*d.*	1½*d.*					
Plaster	3 3			2*d.*	1½*d.*					
Pollard	3 3			2*d.*	1½*d.*					
Posts and rails *for fencing.*	3 3			2*d.*	1½*d.*					
Propwood, *machine weight.*	2 6	5 tons		1½*d.*	0¾*d.*					
Sleepers, *railway, machine weight.*	3 3	Any quantity which at tonnage rates would not yield minimum charge.		2*d.*	1½*d.*					
Rice flour and meal	3 9			2½*d.*	1¾*d.*					
Ropes, *old, including wire ropes.*	3 3			2*d.*	1½*d.*					
Rye	3 3			2*d.*	1½*d.*					
Sago flour	3 9			2½*d.*	1¾*d.*					
Salt, *in bags*	2 6	5 tons		1½*d.*	0¾*d.*					
Salt, *manufactured*	3 3	Any quantity which at tonnage rates would not yield min. charge.		2*d.*	1½*d.*					
Salt cake	2 6	5 tons		1½*d.*	0¾*d.*	Included in the Rates.	Yes.	Included in the Rates.	No.	None.
Sash weights	3 9	Any quantity which at tonnage rates would not yield minimum charge.	1 to 10 miles.	2½*d.*	1¾*d.*					
Sawdust	3 3			2*d.*	1½*d.*					
Seeds, flax	3 3			2*d.*	1½*d.*					
Seeds, linseed	3 3			2*d.*	1½*d.*					
Seeds, rape	3 9			2½*d.*	1¾*d.*					
Sharps	3 3			2*d.*	1½*d.*					
Shelling	3 3			2*d.*	1½*d.*					
Soda	3 9			2½*d.*	1¾*d.*					
Soda ash	3 3			2*d.*	1½*d.*					
Soot	3 3			2*d.*	1½*d.*					
Staves	3 9			2½*d.*	1¾*d.*					
Stone, *roughly wrought up—as troughs, sinks, &c.*	3 3			2*d.*	1½*d.*					
Tares	3 3			2*d.*	1½*d.*					
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	2 6	5 tons		1½*d.*	0¾*d.*					
Timber, *logs or baulks, by measurement*	3 3	Any quantity which at tonnage rates would not yield minimum charge.		2*d.*	1½*d.*					
Tyres. (*See axles and wheels.*)	3 9			2½*d.*	1¾*d.*					
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water cress, and all others, except as under.*	3 9			2½*d.*	1¾*d.*					
Vegetables in packages, in 2 ton lots—*including carrots, mangel wurzel, onions, old potatoes, and turnips.*	3 3			2*d.*	1½*d.*					
Vetches	3 9			*d.*	1¾*d.*					
Wheat	3 3			2¼.	1½*d.*					
Whiting	3 3			2*d* 2*d.*	1½*d.*					

The following articles not being presented for conveyance are not classified or rated, *viz.*,—

Alkali.	Bar wood.	Blocks.	Coal tar.	Emery stone.	Forgings.	Nitrate of soda.	Seeds, *for crushing.*
Anchors.	Barytes.	Bone and horn waste.	Cocoa nut refuse.	Flints.	Leather shavings.	Paddy.	Spelter.
Asphalte apparatus.	Baywood.	Bones, *calcined.*	Cordwood.	Founders' dust.	Malt culms.	Points and crossings.	Spetches, *wet.*
Axles, wheels, & tyres, *railway.*	Bessemer made shot, armour plates, rails, ingots, and rough forgings.	Borings.	Dari.	Fuller's earth.	Manure *shoddy.*	Postwood.	Steel plates, *for ship-building.*
Axles, *Bessemer made.*		Cement stone.	Dills.	Fustic.	Millet.	Pozzolano.	Umber.
		Charubs.	Disinfecting powder.	Gas tar.	Muriate of potash.	Sanitary tubes.	
		China clay.	Earth nuts.	Gurdgeons. Hominy.		Satin white.	

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

* As near as may be having regard to competition and local circumstances.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

See above No. 2 query.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

At company's risk except under agreement.

5. If not, state in what respects you depart from this condition.

See above No. 4 query.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No.

7. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

For 48 hours free of charge.

9. What charge for warehousing is made after the period has expired?

For 1st class goods see reply to query No. 10.

„ 2nd „ 0*s.* 6*d.*
„ 3rd „ 0*s.* 9*d.*
„ 4th „ 1*s.* 0*d.*
„ 5th „ 1*s.* 6*d.*
„ 6th „ 2*s.* 0*d.*

} per ton for every week or part of a week after 48 hours.

10. What charge do you make for demurrage of waggons?

3*s.* per waggon for every day or part of a day after 24 hours.

Great Southern and Western Railway of Ireland.—Inquiry No. 2.—*continued.*

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	Yes.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Delivered over to the connecting company.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	Not.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	Not.
b. Or how otherwise?	See above reply.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Not.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Acetate of lime, *in casks.*			5 6		2½						
Acetate of soda			Do.		2½						
Acetic acid, *in casks*			Do.		2½						
Ale and porter, *in casks*			3 9		1½						
Ammonia, *in casks or iron drums.*			5 6		2½						
Antimony ore			3 3		1¼						
Anvils			3 9		1¼						
Apples			Do.		1½						
Arm and share moulds			Do.		1½						
Ashes, *pot and pearl*			Do.		1½						
Barilla			Do.		1½						
Biscuit, *dog*			Do.		1½						
Blubber			Do.		1¾						
Boilers, *under 30 feet long.*			3 3		1¼						
Bomb shells (not loaded).			5 6		2½						
Bones, *packed*			3 3		1¼						
Bottles, *black and green, or common glass.*			Do.		1¼						
Broom and brush blocks.			3 9		1¾						
Cannon			5 6		2½						
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*			3 9		1¾						
Cattle food, *prepared*			3 3	1 to 10 miles.	1½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Chicory root			3 9		1¾						
Cider, *in casks*			Do.		1¾						
Clay retorts, *at company's risk.*			Do.		1¾						
Clog soles, *dressed*			Do.		1¾						
Clothes pegs, *packed*			5 6		2½						
Clover seed, *at owner's risk.*			3 9		1¾						
Cocoa nut fibre or husk.			Do.		1¾						
Cocoa nut matting			Do.		1¾						
Cotton wool			5 6		2½						
Crowbars			Do.		2½						
Cutch			3 9		1¾						
Doors, *in cases*			5 6		2½						
Dyewoods, *not elsewhere specified*			3 9		1¾						
Earthenware, *loose, at owners' risk, not less than 1 ton.*			Do.		1¾						
Earthenware bottles			Do.		1¾						
Epsom salts, *in casks*			Do.		1¾						
Fish, *i.e.*, thoroughly cured white herrings *in brine.*			3 3		1¼						
Fustic, *ground or chipped.*			3 9		1¾						
Gasometer sheets			5 6		2½						
Gooseberries, *unripe*			Do.		2½						

Under 25 miles 0 9
25 to 50 „ 1 3
51 to 100 „ 1 6
101 to 150 „ 2 0
Above 150

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Grain and flour, &c., viz:—											
Groats			3 3		1½						
Pearl barley			3 9		1¾						
Pot barley			3 3		1½						
Shudes			Do.		1½						
Granite, *polished and dressed, in blocks.*			Do.		1½						
Grease			3 9		1¾						
Greaves			3 3		1½						
Grindstones, *at company's risk.*			3 9		1¾						
Gun stocks, *rough*			5 6		2½						
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			Do.		2½						
Hoofs and horns, *cow and ox, packed.*			3 9		1¾						
Hoops, wood and iron			Do.		1¾						
Ice, *packed*			5 6		2½						
Ink, *in crates or casks*			3 9		1¾						
Iron bolts			Do.		1¾						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			Do.		1¾						
Iron buoys, buckets, and cisterns.			Do.		1¾						
Iron cranework, *of plates in parts, not exceeding 30 feet.*			Do.		1¾						
Iron, galvanized			Do.		1¾						
Iron girders, *not exceeding 15 feet in length.*			Do.		1¾						
Iron hoops, sheets, or other damageable iron.			Do.		1¾						
Iron horse shoes and horse shoe bars.			Do.		1¾						
Iron nails			3 3		1½						
Iron nuts			3 9		1¾						
Iron rivets			Do.		1¾						
Iron shoe tips			Do.		1¾						
Iron spoutings and connexions, *at owner's risk.*			Do.		1¾						
Iron staples			Do.		1¾						
Iron tubing			Do.		1¾						
Iron weights, *for weighing.*		*s. d.*	Do.		1¾						
		0 9									
		0 3									
		1 6									
		2 0									
Iron wire, *not damageable.*			3 3		1½						
Iron wire, *galvanized*			3 9		1¾						
Laths, *in bundles*		Under 25 miles	Do.	1 to 10 miles.	1¾	Include in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No	No.	No.
Lead, sheet and piping		25 to 50 "	Do.		1¾						
Lead, *red and white*		51 to 100 "	Do.		1¾						
Lime salt		101 to 150 "	2 6		0¾						
Linseed meal		Above 150 "	3 3		1½						
Logwood, *ground or chipped.*			3 9		1¾						
Marble, *in blocks*			Do.		1¾						
Millboards			Do.		1¾						
Molasses			Do.		1¾						
Mustard seed, *for grinding,*			Do.		1¾						
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut			Do.		1¾						
Cod			Do.		1¾						
Cotton seed			Do.		1¾						
Lard			Do.		1¾						
Linseed			Do.		1¾						
Palm			Do.		1¾						
Pine			Do.		1¾						
Rapeseed			Do.		1¾						
Seal			Do.		1¾						
Train			Do.		1¾						
Whale			Do.		1¾						
Onions *in brine, in ton lots.*			Do.		1¾						
Osiers and twigs, *green and wet.*			Do.		1¾						
Paper, coarse, *for wrapping goods or printing newspapers.*			Do.		1¾						
Paper, *waste*			Do.		1¾						
Pasteboard			Do.		1¾						
Pears, *common*			Do.		1¾						
Perry, *in casks*			Do.		1¾						
Pitch			Do.		1¾						
Pumice stone			Do.		1¾						
Putty			Do.		1¾						
Quercitron bark			Do.		1¾						
Rags			3 3		1½						
Rice			3 9		1¾						
Rosin			Do.		1¾						
Saltpetre			Do.		1¾						
Scrap steel			3 3		1½						
Seal skins, *wet and salted.*			3 9		1¾						
Seeds, *agricultural, at owner's risk.*			Do.		1¾						
Sheep wash, *in casks*			Do.		1¾						
Shumac			Do.		1¾						
Size, *in casks*			Do.		1¾						
Slate slabs, *not in cases, at owner's risk.*			3 3		1½						
Slate slabs, *in cases*			Do.		1½						
Soap			3 9		1¾						
Spade trees			Do.		1¾						

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Split peas			3 9		1½						
Steel, *blistered*			3 3		1½						
Stone, *carved, for building purposes, at owner's risk.*			5 6		2½						
Sugar (*raw or refined*), *in casks and bags.*			3 9		1½						
Sulphate of alumina			Do.		1½						
Sulphate of copper			Do.		1½						
Sulphate of soda			Do.		1¾						
Sulphate of zinc			Do.		1¾						
Syrup			5 6		2½						
Tallow			3 9		1¾						
Tar			Do.		1½						
Tiles, *ornamental, encaustic, and tessellated.*			5 6		2½						
Tiles, *roofing, ridge, paving (quarries), at company's risk.*			2 6		0¾						
Tin, *in blocks, ingots, and boxes.*			3 9		1½						
Treacle			Do.		1¾						
Valonia			Do.		1¾						
Vegetables, 1 *ton and under* 3 *tons, including all kinds, except as follows :—*		*s. d.*	Do.		1¾						
		Under 25 miles 0 0									
		25 to 50 „ 1 0									
		51 to 100 „ 1 3									
		101 to 150 „ 1 6									
		Above 150 „ 2 0									
Vegetables viz. :— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than* 2 *tons.*			3 3	1 to 10 miles.	1½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Verjuice, *in casks*			3 9		1¾						
Vinegar, *in casks*			Do.		1¾						
Washing powder and paste.			3 3		1¼						
Woods, viz. :— Boxwood			3 9		1¾						
Camwood			Do.		1¾						
Cedar			Do.		1¾						
Ebony			Do.		1¾						
Firewood, *prepared, less than* 3 *tons.*			Do.		1¾						
Lignum vitæ			Do.		1¾						
Lima wood			Do.		1¾						
Maple			Do.		1¾						
Nicaragua			Do.		1¾						
Rose wood			Do.		1¾						
Sapan wood			Do.		1¾						
Satin wood			Do.		1¾						
Snake wood			Do.		1¾						
Tulip wood			Do.		1¾						
Walnut wood			Do.		1¾						
Zebra wood			Do.		1¾						
Other furniture woods not specified.			Do.		1¾						
Zinc, *ingots, &c.*			Do.		1½						

The following articles not being presented for conveyance, are not classed or rated, viz. :—

Argols.	Esparto grass.	Iron washers.	Nitrate of lead.	Steam hammers.
Asphalte apparatus.	Farina.	Jute.	Paraffin wax.	Stearine.
Bagging, *Surat.*	Flint.	Keys, *railway.*	Railway springs.	Terra japonica.
Blocks, *bobbin.*	Gambier.	Lancewood spars.	Rottenstone.	Turntables.
Bone and horn waste.	Gunny bags.	Lead ashes.	Sheep skins, *in casks.*	Vitriol stone.
Buffers.	Horn tips.	Litharge.	Shovel moulds.	Woad.
Canada plates.	Iron, *corrugated.*	Metal sheathing.	Silicate of soda.	Wood acid.
Capstan bars.	Iron masts.	Muriate of iron.	Skins, *in casks.*	Zinc-white.
Cobalt ore.	Iron rolls.	Myrobolans.	Stannite of soda.	
Divi divi.	Iron studs.	Nickel ore.		

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Agricultural machines and implements, *in cases, at owner's risk.*		*s. d.*	8 9		4½						
		Under 25 miles 0 9									
		25 to 50 „ 1 3									
		51 to 100 „ 1 6									
		101 to 150 „ 2 0									
		Above 150 „									
Air stoves			Do.		4½						
Ale and porter, *bottled, in cases, casks, and hampers.*			5 6	1 to 10 miles.	2½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Aloes, *in casks*			Do.		2½						
Alva marina or dry sea weed, *for upholsterers' purposes.*			3 9		1½						
Arrowroot			5 6		2½						
Arsenic			Do.		2½						

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight.	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Bacon and hams, *packed.*			3 9		1½						
Bagging - - -			Do.		1¾						
Baking powder -			5 6		2½						
Bark, *tanners', loose* -			3 3		1½						
Bass mats - -			3 9		1¾						
Bedsteads, *common wood.*			8 9		4½						
Bedsteads, *iron, in cases or bundles.*			5 6		2½						
Beef, *in cask* - -			3 9		1¾						
Besoms, *birch* - -			Do.		1¾						
Biscuit - - -			5 6		2½						
Blacking - - -			3 9		1¾						
Black lead - -			Do.		1¾						
Bladders, *in casks* -			5 6		2½						
Boilers, *under 1 ton in 1 waggon.*			3 9		1¾						
Boilers, 30 *feet and under 45 feet.*			3 3		1½						
Bones, *loose, other than for size or manure.*			Do.		1¼						
Brass - - -			5 6		2½						
Brass, *scrap* - -			3 9		1¾						
Brass wire - -			Do.		1¾						
Bread - - -			5 6		2½						
Bricks, *Bath or Flanders.*			3 3		1½						
Broom and mop handles.			3 9		1¾						
Buckles, *brass* - -			5 6		2½						
Butter, *in casks or boxes.*			3 9		1¾						
Canary seed - -			5 6		2½						
Candles, *except wax* -			3 9		1¾						
Candlewick - -			Do.		1½						
Canvas - - -			Do.		1¼						
Carpeting - -			5 6		2½						
Caraway seed - -			Do.		2½						
Carriage and cart springs, axles, and steps.			3 9		1¾						
Catsup, *in casks* -			5 6		2½						
Chain harrows - -			8 9		4½						
Chains and traces, *in casks.*			3 3		1½						
Chains, *small, not exceeding ¼-inch, loose.*			Do.		1¼						
Cheese, *packed* - -			5 6		2½						
Chicory, *prepared* -			3 9		1¾						
Chimney pots, *earthenware, at company's risk.*			5 6		2½						
China, *in casks or crates.*			8 9		4½						
Chocolate - -			5 6	1 to 10 miles.	2½	Included in the rates.	Yes.	1*s.* to 2*s.*, according to distance.	No.	No.	No.
Cider, *bottled, in cases, casks, or hampers.*			Do.		2½						
Clod crushers - -			8 9		4½						
Clover seed, *at company's risk.*			3 9		1¾						
Cocoa - - -			Do.		1¾						
Codilla - - -			5 6		2½						
Coffee - - -			3 9		1¾						
Confectionery, *in hogsheads.*			5 6		2½						
Copper - - -			Do.		2½						
Copper coin - -			Do.		2½						
Copper *scrap* - -			3 9		1¾						
Cordage - - -			Do.		1¾						
Coriander seed -			5 6		2½						
Cotton twist - -			Do.		2½						
Cotton waste - -			3 9		1¾						
Cranberries - -			5 6		2½						
Currants, *grocers'* -			3 9		1¾						
Dates - - -			5 6		2½						
Disinfecting fluid, *in casks or tins.*			Do.		2½						
Drugs, *in casks or bales*			Do.		2½						
Drysalteries, *not elsewhere specified, in casks.*			3 9		1¾						
Dyes, *liquid, in casks*			Do.		1¾						
Earthenware, *in casks and crates.*			Do.		1¼						
Edge tools - -			Do.		1¾						
Eggs, *in crates or boxes.*			Do.		1¾						
Emery - - -			5 6		2½						
Engines, *steam, portable, weighing 3 tons and upwards.*			Do.		2½						
Felt - - -			3 3		1½						
Figs - - -			5 6		2½						
Files - - -			3 9		1¾						
Filters, stoneware -			Do.		1¾						
Fire-clay ware, *at company's risk, viz.:*— Chimney cans, vent linings, and other fire-clay ware *unspecified.*			Do.		1¾						
Fish, *thoroughly cured* red herrings. Other fish, *thoroughly salted or dried, and not otherwise specified.*			3 3		1½						
Fish — shellfish, *at owner's risk.*			5 6		2½						
Cockles - -			Do.		2½						

Nn 2

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Fish—*cont.*			*s. d.*		*d.*						
Limpets			5 6		2½						
Mussels			Do.		2½						
Periwinkles			Do.		2½						
Whelks			Do.		2½						
Flax			3 9		1¾						
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*			Do.		1¾						
Flax waste			Do.		1¾						
Flocks			Do.		1¾						
Forges, *portable*			Do.		1¾						
Frying pans			Do.		1¾						
Ginger			5 6		2½						
Ginger beer			3 3		1½						
Glass, flint, *at sender's risk.*			5 6		2½						
Glass, crown, *in boxes and crates, at sender's risk.*			Do.		2½						
Glass, window and rough plate, *at sender's risk.*			Do.		2½						
Glue			3 9		1¾						
Glue pieces, *dry*			Do.		1¾						
Goat's hair			Do.		1¾						
Granite, *polished and dressed, in cases.*			3 3		1½						
Grapes, foreign, *as imported, at owner's risk.*			5 6		2½						
Gums *of all sorts*			Do.		2½						
Gutta percha, *unmanufactured.*			Do.		2½						
Hair, *plasterers'*			3 9		1¾						
Hammer heads			Do.		1¾						
Hammer shafts			Do.		1¾						
Hardware			Do.		1¾						
Hay, *hydraulic pressed*			5 6		2½						
Hay (*station to station*) *at owner's risk, 30 cwt. per waggon, minimum.*			Do.		2½						
Hearth rugs			Do.		2½						
Hemp			3 9		1¾						
Hemp seed			Do.		1¾						
Hides, kips, and sheepskins, *green or market, at owner's risk.*			Do.		1¾						
Hoes			Do.		1¾						
Hogsheads, *not being returned empties*			5 6		2½						
Hoofs and horns, *cow and ox, loose.*			3 9		1¾						
Hurdles, *iron or wood.*			Do.		1¾						
Ice, *loose*			5 6	1 to 10 miles.	2½	Included in the rates.	Yes.	1*s.* to 2*s.*, according to distance.	No.	No.	No.
India rubber			Do.		2½						
Iron hinges			3 9		1¾						
Iron palisades			5 6		2½						
Iron safes			3 9		1¾						
Iron screws			Do.		1¾						
Iron spoons			Do.		1¾						
Iron wire, *bright*			Do.		1¾						
Ivory black			5 6		2½						
Japan and tinware, *in casks or cases.*			Do.		2½						
Kelp			3 9		1¾						
Lard, *in casks, boxes, and tins.*			Do.		1¾						
Lasts, *packed*			Do.		1¾						
Leather, *undressed*			Do.		1¾						
Lemonade			3 3		1½						
Lemons			5 6		2½						
Lemon juice			3 9		1¾						
Locks			Do.		1¾						
Machinery, *heavy*			5 6		2½						
Madders			3 9		1¾						
Marble, *in cases*			5 6		2½						
Marble, *sawn into slabs, but cemented together.*			Do.		2½						
Mats and matting (*except cocoa-nut matting*).			3 9		1¾						
Millstones			5 6		2½						
Mineral water, *in cask.*			3 3		1½						
Mohair			5 6		2½						
Moss, *in bales*			3 9		1¾						
Naphtha, *in casks or iron drums.*			13 6		7½						
Netting, *fishing and garden, in bales.*			5 6		2½						
Nuts			Do.		2½						
Oakum			3 9		1¾						
Oils, *in casks and iron drums, not otherwise specified.*			Do.		1¾						
Old clothes			Do.		1¾						
Onions, *in brine, less than 1 ton.*			Do.		1¾						
Oranges			5 6		2½						
Osiers and twigs, *brown*			3 9		1¾						
Oxalic acid			13 6		7½						
Paints and colours, *in casks.*			3 9		1¾						
Paper hangings			5 6		2½						
Pelts, *dry*			3 9		1¾						
Perry, *bottled, in cases, casks, or hampers.*			5 6		2½						

Under 25 miles 0 9
25 to 50 " 1 0
51 to 100 " 1 3
101 to 150 " 1 6
Above 150 " 2 0

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Pipes, *empty, not being returned empties.*			5 6		$2\frac{1}{2}$						
Pork, *in casks*			3 9		$1\frac{3}{4}$						
Prussiate of potash			5 6		$2\frac{1}{2}$						
Powder blue			3 9		$1\frac{3}{4}$						
Printing machines, *at owner's risk.*			8 9		$4\frac{1}{2}$						
Provisions, *salt*			3 9		$1\frac{3}{4}$						
Prunes			5 6		$2\frac{1}{2}$						
Puncheons, *new, empty*			Do.		$2\frac{1}{2}$						
Quicks, shrubs, and trees.			Do.		$2\frac{1}{2}$						
Rabbit skins, *undressed*			3 9		$1\frac{3}{4}$						
Raisins			Do.		$1\frac{3}{4}$						
Ropes, *new, including wire ropes.*			Do.		$1\frac{3}{4}$						
Sad irons			Do.		$1\frac{3}{4}$						
Sago			Do.		$1\frac{3}{4}$						
Sal ammoniac			5 6		$2\frac{1}{2}$						
Sarsaparilla			Do.		$2\frac{1}{2}$						
Saws			3 9		$1\frac{3}{4}$						
Scythe stones, *loose, at owners' risk.*			Do.		$1\frac{3}{4}$						
Scythe stones, *packed*			Do.		$1\frac{3}{4}$						
Seeds, *agricultural, at company's risk.*			Do.		$1\frac{3}{4}$						
Sheeps' guts, *in casks*			3 3		$1\frac{1}{2}$						
Shoe pegs			3 9		$1\frac{3}{4}$						
Shot, *small, in bags*			Do.		$1\frac{3}{4}$						
Silk waste, *undressed*			8 9		$4\frac{1}{2}$						
Sink traps			3 9		$1\frac{3}{4}$						
Sizing			Do.		$1\frac{3}{4}$						
Slates, *writing*			5 6		$2\frac{1}{2}$						
Slate pencils			Do.		$2\frac{1}{2}$						
Soda water			3 3		$1\frac{1}{2}$						
Soldiers' clothing			5 6		$2\frac{1}{2}$						
Spades and shovels, *iron.*		*s. d.* Under 25 miles 0 9 25 to 50 " 1 0 51 to 100 " 1 3 101 to 150 " 1 6 Above 150 " 2 0	3 9		$1\frac{3}{4}$						
Starch			3 9		$1\frac{3}{4}$						
Steel bars and bundles			3 3		$1\frac{1}{2}$						
Stone blue			3 9		$1\frac{3}{4}$						
Stone, *carved for builders' purposes, at company's risk.*			5 6	1 to 10 miles.	$2\frac{1}{2}$	Included in the rates.	Yes.	1*s.* to 2*s.*, according to distance.	No.	No.	No.
Sugar, *lump, loose*			Do.		$2\frac{1}{2}$						
Sugar mills			Do.		$2\frac{1}{2}$						
Sugar of lead			Do.		$2\frac{1}{2}$						
Tarpaulings			3 9		$1\frac{3}{4}$						
Tartaric acid			18 6		$7\frac{1}{2}$						
Terra cotta casts			3 9		$1\frac{3}{4}$						
Tinfoil			Do.		$1\frac{3}{4}$						
Tin scrap			Do.		$1\frac{3}{4}$						
Tin ware, *in casks or cases.*			5 6		$2\frac{1}{2}$						
Tobacco, *leaf*			Do.		$2\frac{1}{2}$						
Tow			Do.		$2\frac{1}{2}$						
Turpentine, *in casks*			Do.		$2\frac{1}{2}$						
Twine			3 9		$1\frac{3}{4}$						
Type, *old*			5 6		$2\frac{1}{2}$						
Varnish, *in casks and iron drums.*			Do.		$2\frac{1}{2}$						
Vegetables, *above 3 and under 20 cwts., minimum charge 3 cwts.*			3 9		$1\frac{3}{4}$						
Vegetable ivory			8 9		$4\frac{1}{2}$						
Vegetable wax			3 9		$1\frac{3}{4}$						
Vices			Do.		$1\frac{3}{4}$						
Weft, *cotton*			Do.		$1\frac{3}{4}$						
Weighing machines, *small at owner's risk.*			5 6		$2\frac{1}{2}$						
Weighing machines, *large.*			Do.		$2\frac{1}{2}$						
Whetstones			3 9		$1\frac{3}{4}$						
Window sashes and mouldings, *at owner's risk.*			5 6		$2\frac{1}{2}$						
Wool			Do.		$2\frac{1}{2}$						
Yarn, *coir or hemp*			Do.		$2\frac{1}{2}$						
Yarn, *linen and cotton, packed.*			Do.		$2\frac{1}{2}$						
Yeast, *in casks, ton lots*			Do.		$2\frac{1}{2}$						
Zinc sheets			3 9		$1\frac{3}{4}$						

The following articles not being presented for conveyance are not classified or rated, viz. :—

Albumen.	Cranework *of wood.*	Iron holloware.	Osnaburgs.	Shoddy.
Alkanet root.	Crematine.	Iron liquor.	Palm leaves.	Signal posts.
Alizaine.	Crucibles.	Lac.	Pearl shells.	Smalts.
Annatto.	Cudbear.	Lemon peel.	Piassava.	Spetches.
Archil.	Emery paper.	Locomotive tubes.	Picker bends.	Spirit of tar.
Bichrome.	Felspar.	Malt crushers.	Pins, *metal.*	Steam ploughs.
Bone flats.	Fire engines.	Mastic.	Potatoes, *preserved.*	Sugar moulds and pans.
Boracic acid.	Garancine.	Matches.	Ridges.	Tincal.
Borax.	Glass beads.	Matchetts.	Safety boxes.	Trenails.
Bump.	Granilla.	Mexican fibre.	Safflower.	Turmeric.
Camata.	Gun barrels.	Mungo.	Sand paper.	Umbrella stretchers.
Camatina.	Hemp warps.	Munjeet.	Sassafras.	Verdigris.
Cardamoms.	Horn tips.	Nickel.	Screw jacks.	Washers.
Cocoa nuts.	Iron buckles.	Orchilla weed.	Screws.	Yellow berries.

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*			8 9		4½						
Almonds, *in shell*			5 6		2½						
Aloes, *in hampers or boxes.*			Do.		2⅔						
Ammonia, *liquid, in carboys.*			Do.		2½						
Asparagus			Do.		2½						
Bacon and hams, *loose*			3 9		1¾						
Bark, *Peruvian*			Do.		1¾						
Bees' wax			Do.		1¾						
Bellows			5 6		2½						
Bells, *of all kinds*			Do.		2½						
Blankets			Do.		2½						
Blocks, *ships'*			3 9		1¾						
Bobbins			5 6		2½						
Boilers, *45 feet and above.*			3 3		1½						
Books			5 6		2½						
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			Do.		2½						
Bristles			Do.		2½						
Brooms, broom heads, and brushes.			3 9		1¾						
Buckets and pails			5 6		2½						
Buckram			Do.		2½						
Butter, *in coals and tubs.*			Do.		2½						
Buttons			Do.		2½						
Calicoes			Do.		2½						
Canada stoves			8 9		4½						
Candied peel			5 6		2½						
Canes and rattans, *packed.*			Do.		2½						
Cards and railway tickets.			Do.		2½						
Carpet bags			8 9		4½						
Castings, *at company's risk, not otherwise enumerated.*			3 9		1¾						
Castor oil, *in boxes, casks, or iron drums.*			5 6		2½						
Cheese, *loose*			Do.		2½						
Clocks, *American and Dutch.*			13 6		7¼						
Clogs, *in casks, cases, or boxes.*			3 9		1¾						
Combs			8 9	1 to 10 miles.	4½	Included in the rates.	Yes.	1s. to 2s. according to distance.	No.	No.	No.
Confectionery, *in boxes or cases.*			5 6		2½						
Copper boilers			Do.		2½						
Cordials and sweets, *in casks or hampers.*			Do.		2½						
Corkwood			Do.		2½						
Cotton slops, *in bales*			3 9		1¾						
Cotton stays, *in cases*			5 6		2½						
Cotton warps, *in bundles.*			3 9		1¾						
Cutlery			5 6		2½						
Drugs, *in boxes or hampers.*			Do.		2½						
Drysalteries, *in boxes or hampers, and not otherwise specified.*			3 9		1¾						
Fenders, *at owner's risk*			5 6		2½						
Fire irons			3 9		1¾						
Fish, viz.:—											
Herrings and sprats in any state not otherwise named.			3 3		1½						
Kippered salmon. All other fish partially cured, smoked, or dried.			Do.		1¼						
Shellfish, say,—											
Cockles			5 6		2½						
Limpets			Do.		2½						
Mussels			Do.		2½						
Periwinkles, and			Do.		2½						
Whelks, *at company's risk.*			Do.		2½						
Oysters			Do.		2½						
Flannel			Do.		2½						
Floorcloth, *not exceeding 10 feet in length.*			3 9		1¾						
French plums			5 6		2½						
Fruit, *ripe*			Do.		2½						
Gas and water meters			Do.		2½						
Gelatine			Do.		2½						
Glass, *flint and rough plate.*			Do.		2½						
Glass retorts			3 9		1¾						
Goods, *heavy, not specified.*			5 6		2½						
Grates, *polished, at owner's risk.*			8 9		4½						
Grates, *common*			5 6		2½						
Groceries, *mixed packages.*			Do.		2½						

Under 25 miles 0 9
25 to 50 " 1 0
51 to 100 " 1 3
101 to 150 " 1 6
Above 150 " 2 0

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	e.) What is the Charge per Ton for Collection and Delivery?	e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Guns and pistols			8 9		4½						
Gutta percha, *manufactured.*			5 6		2½						
Hair, *upholsterers'*			Do.		2½						
Harness			Do.		2½						
Hides, kips, and sheepskins, *dry, loose.*			Do.		2½						
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			3 9		1½						
Honey			5 6		2½						
Hops			Do.		2½						
Hosiery			Do.		2½						
India-rubber goods			Do.		2½						
Indigo			8 9		4½						
Ink, printers'			3 9		1½						
Iron girders, *exceeding 15 feet in length.*			Do.		1½						
Iron pots, *loose*			5 6		2½						
Iron spoutings and connexions, *at company's risk.*			3 9		1½						
Iron trays			Do.		1½						
Iron wire fencing			3 3		1½						
Japan and tin ware, *in hampers or crates.*			5 6		2½						
Joiners' work, *not elsewhere specified.*			Do.		2½						
Knife cleaners			Do.		2½						
Lamp black			Do.		2½						
Lard, *in casks and tubs*			3 9		1½						
Leather, *dressed*			Do.		1½						
Linens, *in bales, boxes, cases, packs, and trusses.*			5 6		2½						
Liquorice			Do.		2½						
Lithographic stones, *at owner's risk.*			Do.		2½						
Looms, *at owner's risk*			8 9		4½						
Manchester and Barnsley manufactures, *in bales, boxes, cases packs, and trusses.*			5 6		2½						
Mangles, *at owner's risk.*			Do.		2½						
Meats, *preserved*			3 9		1½						
Mineral water, *in boxes or hampers.*			3 3		1½						
Muskets, *in cases*			8 9		4½						
Mustard			3 9		1½						
Nails, *copper and brass*			3 3		1½						
Oil and varnish, *in basketed tins.*			5 6	1 to 10 miles.	2½	Included in the rates.	Yes.	1. to 2s. according to distance.	No.	No.	No.
Oilcloth table covers			Do.		2½						
Organs and organ work *loose, at owner's risk.*			8 9		4½						
Osiers and twigs, *white*			3 9		1½						
Ovens, *common*			5 6		2½						
Paints and colours, *in hampers and boxes.*			3 9		1½						
Paper, *fine, writing, blotting, tissue, and fancy.*			5 6		2½						
Pens, *steel, from makers*			Do.		2½						
Pepper			Do.		2½						
Pickles			Do.		2½						
Rabbit skins, *dressed*			Do.		2½						
Reeds and rushes *packed.*			Do.		2½						
Rugs, *woollen*			Do.		2½						
Saddlers' ironmongery			3 9		1½						
Saddlery			5 6		2½						
Ships' sails			3 9		1½						
Sardines			5 6		2½						
Scales and scale beams			Do.		2½						
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			Do.		2½						
Scythes			3 9		1½						
Seal skins, *dry*			5 6		2½						
Sickles			3 9		1½						
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			5 6		2½						
Slate slabs, *not in cases, at company's risk.*			3 3		1½						
Small wares			8 9		4½						
Snuff			Do.		4½						
Scented soap			5 6		2½						
Spanish juice			3 9		1½						
Spermaceti, *in boxes*			5 6		2½						
Stationery, *general*			Do.		2½						
Steam engines, *portable, under 3 tons.*			Do.		2½						
Sugar candy			Do.		2½						
Tacks			3 3		1½						
Tapes			5 6		2½						
Tapioca			Do.		2½						
Tea			Do.		2½						
Tents or marquees — *minimum 1 ton per waggon, where more than one used.*			Do.		2½						
Thread, *cotton, and linen.*			Do.		2½						
Tobacco, *manufactured*			13 6		7½						

Under 25 miles 0 9
25 to 50 „ 1 3
51 to 100 „ 1 6
101 to 150 „ 2 0
Above 150 „ - -

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Toys *of all kinds, in cases.*			8 9		4½						
Turnery ware			5 6		2½						
Turpentine, *in basketed tins.*			Do.		2½						
Umbrellas			Do.		2½						
Vegetables, *in lots of 3 cwts., or under.*			3 9		1¾						
Veneers			8 9		4½						
Venetian blinds			Do.		4½						
Vinegar, *in casks*			5 6		2½						
Wadding			Do.		2½						
Washing and wringing machines, *at owner's risk.*			Do.		2½						
Whalebone			Do.	9 to 10 miles.	2½	Included in the rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Wheels, *coach and carriage, at owner's risk.*			Do.		2½						
Window frames, *cast iron.*			Do.		2½						
Wines and spirits, *in casks and cases.*			Do.		2½						
Wines, British, *in casks or hampers.*			Do.		2½						
Yarn, *linen and cotton, loose.*			Do.		2½						
Yarn, *packed in cans*			Do.		2½						
Yarn, *woollen and worsted.*			Do.		2½						

s. d.: 0 9 / 0 9 / 1 3 / 1 6 / 2 0

Under 25 miles; 25 to 50; 51 to 100; 101 to 150; Above 150

The following articles, not being presented for conveyance, are not classified or rated, viz.:—

Angelica root.	Conservatories.	Fire engines.	Iron rolls.	Plumbago.	Theatrical scenery, panoramas, &c., *in cases.*
Black beer.	Copper rollers.	Fire escapes.	Kamptulicon.	Refiner's sweepings.	Tonquin beans.
Blowing engines.	Cowries.	Fur off rabbit skins.	Mattresses.	Shells.	Ultramarine.
Boats or cobles.	Crinoline steel.	Galls.	Phosphorus.	Silver ore.	Watch glasses.
Cardamoms.	Crucibles.	Hatters' wool.	Pimento.	Stags' horns.	
Cassia lignea.					

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Acetic acid, *in carboys*			13 6		7¼						
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs.*			8 9		4½						
Alabaster ornaments and figures, *packed, at owner's risk.*			13 6		7¼						
Almonds, *not in shell*			5 6		2½						
Anchovies			Do.		2½						
Barèges			Do.		2½						
Baskets			8 9		4½						
Bent wood			3 9		1¾						
Bonnet fronts, *at owner's risk.*			13 6		7¼						
Book muslin			5 6		2½						
Boothing or stalling			Do.		2½						
Boots and shoes (*including goloshes*) *in hampers.*			Do.		2½						
Bottles, *white glass*			3 3		1½						
Bradford stuff goods			5 6		2½						
Brass pipes			5 6	1 to 10 miles.	2½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No
Brass tubing (*except locomotive tubes*).			5 6		2½						
Britannia metal goods			5 6		2½						
Butter, *in crocks*			5 6		2½						
Calenders			3 9		1¾						
Candles, *wax*			5 6		2½						
Canes and rattans, *loose*			3 3		1½						
Carboys, *new, empty, glass.*			5 6		2½						
Cards for carding machines, *in boxes only.*			8 9		4½						
Carriage bodies, *unfinished* (*minimum* 5 *cwts.*			5 6		2½						
Catsup, *in bottles*			5 6		2½						
Chimney pots, *zinc*			5 6		2½						
Churns			3 9		1¾						
Clogs, *in hampers*			8 9		4½						
Cloth caps			5 6		2½						
Coach trimmings			3 9		1¾						
Cobalt			3 9		1¾						
Cochineal			5 6		2½						
Copper pipes											

s. d.: 0 9 / 1 0 / 1 3 / 1 6 / 2 0

Under 25 miles; 25 to 50; 51 to 100; 101 to 150; Above 150

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Copper tubing (*except locomotive tubes*).			5 6		2½						
Corks and bungs - -			8 9		4½						
Drapery - - -			5 6		2½						
Dyes, *liquid, in hampers or boxes.*			3 9		1¾						
Fenders, *at company's risk.*			5 6		2½						
Fire clay ware, vases, and other ornamental productions.			8 9		4½						
Fish, *salmon, in boxes, prawns, and shrimps.*			5 6		2½						
Floor cloth, *exceeding 10 feet long, in case.*			5 6		2½						
Flower roots, *bulbous* -			8 9		4½						
Garden plants, *in baskets, mats, or pots.*			8 9		4½						
Garden seats - -			5 6		2½						
Garden seeds - -			5 6		2½						
Gilt mouldings, *in cases*			8 9		4½						
Ginger, *preserved* -			5 6		2½						
Glass, *crown and window.*			5 6		2½						
Goods, *light, not specified.*			8 9		4½						
Granite, *polished and dressed, in slabs.*			3 3		1½						
Grapes - - - -			5 6		2½						
Grates, *polished, at company's risk.*			8 9		4½						
Gravestones - - -			5 6		2½						
Handmills - - -			5 6		2½						
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*			5 6		2½						
Hay rakes and forks, *in bundles.*			5 6		2½						
Indigo, extract of -			8 9		4½						
Ink, *in jars or bottles*			3 9		1¾						
Isinglass - - - -			5 6		2½						
Juniper berries - -			3 9		1¾						
Lamps - - - - -			8 9		4½						
Lard, *in crocks* - -			3 9		1¾						
Lint - - - - -			5 6		2½						
Lithographic stones, *at company's risk.*			5 6		2½						
Looms, *at company's risk.*			8 9		4½						
Luggage, *trunks, &c.* -			8 9		4½						
Maccaroni - - - -			5 6		2½						
Machinery, *light* - -			5 6		2½						
Mangles, *at company's risk.*			5 6		2½						
Marble, *in slabs* - -			5 6	1 to 10 miles.	2½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Meats, *fresh* - - -			5 6		2½						
Merinoes - - - -			5 6		2½						
Misletoe - - - -			8 9		4½						
Naphtha, *in tins* - -			13 6		7¼						
Needles, *in boxes* - -			5 6		2½						
Nutmegs - - -			5 6		2½						
Oils, *in cans, jars. and boxes (except castor oil).*			5 6		2½						
Organs and organ work, *in cases.*			8 9		4½						
Paper trays - - -			8 9		4½						
Patterns, *travellers'* -			8 9		4½						
Picture frames - -			8 9		4½						
Pipes, *smoking* - -			8 9		4½						
Plated goods - - -			13 6		7¼						
Poppyheads - - -			5 6		2½						
Poultry, *dead* - -			5 6		2½						
Printing machines, *at company's risk.*			8 9		4½						
Quills - - - -			8 9		4½						
Rabbits - - - -			5 6		2½						
Reeds and rushes, *loose*			5 6		2½						
Shafts, *gig* - - -			5 6		2½						
Spades and shovels, *wooden,*			3 9		1¾						
Silk waste, *dressed or spun.*			8 9		4½						
Spindles - - -			8 9		4½						
Sponge, *in bales* - -			8 9		4½						
Sticks - - - - -			5 6		2½						
Straw, *minimum charge 20 cwts. per waggon.*			5 6		2½						
Straw plait - - -			8 9		4½						
Stucco figures, *packed, at owner's risk.*			8 9		4½						
Tamarinds - - -			5 6		2½						
Tarlatans - - -			5 6		2½						
Tongues, *animal* - -			3 9		1¾						
Turpentine, *in cans, jars, and boxes.*			5 6		2½						
Type, *new* - - -			5 6		2½						
Upholsterers' trimmings.			5 6		2½						
Varnish, *in tins* - -			5 6		2½						
Vermicelli - - -			5 6		2½						
Vinegar, *in carboys* -			5 6		2½						
Washing and wringing machines, *at company's risk.*			5 6		2½						
Wearing apparel and household linen.			5 6		2½						
Weighing machines, *small.*											

Under 25 miles 0 9
25 to 50 „ 1 0
51 to 100 „ 1 3
101 to 150 „ 1 6
About 150 „ 2 0

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. *d.*		*d.*						
Wheels, *coach and carriage wheels, at company's risk.*			5 6		2½						
Window sashes and mouldings, *at company's risk.*			5 6		2½						
Wines and spirits, *in hampers.*			8 9		4½						
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			8 9		4½						
Wood acid, *in carboys*			13 6		7½						
Wood patterns, *for castings.*			5 6		2½						
Woollen and worsted goods, not elsewhere specified.			5 6		2½						
Yeast, *small lots*			5 6		2½						
Yeast, *German*			5 6		2½						
	Under 25 miles	*s.* *d.* 0 9									
	25 to 50	1 0									
	51 to 100	1 3									
	101 to 150	1 6									
	Above 150	2 0									
				1 to 10 miles.		Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.

The following articles not being presented for conveyance are not classified or rated, viz.:—

Balloons,
Bronze powder.
Busks.
Cheese presses.
Coffins, *metallic.*
Conservatories.
Copying presses.
Quicksilver.
Railway carriages.
Spirit of tar.
Teazles.
Theatrical scenery, panoramas, &c., *in cases,* and Zaffers.

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. *d.*		*d.*						
Alabaster ornaments and figures, *at company's risk.*			13 6		7½						
Basket carriage and gig bodies, *at owner's risk,*			8 9		4½						
Bath chairs, *packed, at owner's risk.*			8 9		4½						
Bonnet fronts, *at company's risk.*			13 6		7½						
Bonnet shapes			13 6		7½						
Bonnets			13 6		7½						
Chairs, *new, Windsor, and common.*			8 9		4½						
China, *in boxes*			8 9		4½						
Cigars			8 9		4½						
Cinnamon			5 6		2½						
Clocks, *English and French.*			13 6		7½						
Cornice poles			8 9		4½						
Crape			5 6		2½						
Crinolines			5 6		2½						
Chandeliers and gasaliers.			5 6		2½						
Embroidery			13 6		7½						
Engravings			13 6		7½						
Feathers			8 9		4½						
Fish, fresh, *all sorts not otherwise specified.*			8 9		4½						
Fish, shell, *crabs and lobsters.*			5 6	1 to 10 miles.	2½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Furniture, *packed in cases and frames.*			8 9		4½						
Furniture, *in mats or loose, at owner's risk.*			8 9		4½						
Furs			13 6		7½						
Game			8 9		4½						
Glass, *stained, plate, and shades, at owner's risk.*			8 9		4½						
Gloves			5 6		2½						
Hats, *of all kinds*			13 6		7½						
Ivory			8 9		4½						
Lace			13 6		7½						
Millinery			13 6		7½						
Mirrors, *at owner's risk.*			13 6		7½						
Mushrooms			5 6		2½						
Musical instruments			13 6		7½						
Organs and organ work, *loose, at company's risk.*			8 9		4½						
Papier mâché goods, *except trays.*			8 9		4½						
Perambulators, *in cases, crates, and boxes.*			8 9		4½						
Perfumery			8 9		4½						
Pianos, *packed*			13 6		7½						
	Under 25 miles	*s.* *d.* 0 9									
	25 to 50	1 0									
	51 to 100	1 3									
	101 to 150	1 6									
	Above 150	2 0									

Great Southern and Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distrnce?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Pictures			13 6		7½						
Poultry, *alive*			8 9		4½						
Ribbons			5 6		2½						
Sewing machines			8 9		4½						
Silk, *manufactured*			8 9		4½						
Silk, *raw*			8 9		4½						
Sponge, Turkey, *in cases.*			8 9		4½						
Stucco figures, *packed, at company's risk.*	Under 25 miles	*s. d.* 0 9	8 9	1 to 10 miles.	4½	Included in the Rates.	Yes.	1*s.* to 2*s.* according to	No.	No.	No.
Tin ware, *loose*	25 to 50 „	0 9	5 6		2½						
Velvet, *silk*	51 to 100 „	1 3	8 9		4½						
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*	101 to 150 „	1 6	8 9		4½						
	Above 150 „	2 0									

The following articles not being presented for conveyance are not classified or rated, viz.:—

Aluminium.	Billiard tables, (slate beds of.)	Elephants' teeth.	Teazles.	Turtle.	
Amber.		Parchment.	Tortoise shell.	Ventilators.	

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
		Miles. *s. d.*	*s. d.*		*d.*						
Acids and other highly corrosive articles.		Under 25 - 0 9 25 to 50 - 1 0 51 to 100 - 1 3 101 to 150 - 1 6 Above 150 - 2 0	13 6	1 to 10 miles.	7½	Included in the rates.	Yes.	1*s.* to 2*s.* according to distance.	No.	No.	No.
Basket carriage bodies and Bath chairs, *at company's risk.*		Do. - - -	8 9	Do.	4½	Do.					
Caravans, *showmen's and others.*	Not presented for conveyance, therefore not classified or rated.										
Carriage bodies, *finished, in cases.*		Miles. *s. d.* Under 25 - 0 9 25 to 50 - 1 0 51 to 100 - 1 3 101 to 150 - 1 6 Above 150 - 2 0	8 9	1 to 10 miles.	4½	Included in the rates.	Do.	Do.	Do.	Do.	Do.
Railway carriages, on their own wheels.	6 wheels, 6*d.* per carriage per mile. 4 „ 4*d.* „ „										
Boilers of unusual dimensions.	Not presented for conveyance, therefore not classified or rated.										
Contractors' waggons and materials (*excepting rails and chairs.*	4*d.* per mile.										
Furniture, *in mats or loose.*		Miles. *s. d.* Under 25 - 0 9 25 to 50 - 1 0 51 to 100 - 1 3 101 to 150 - 1 6 Above 150 - 2 0	8 9	1 to 10 miles.	4½	Included in the rates.	Do.	Do.	Do.	Do.	Do.
Furniture, *in vans, carts, or frames.* Forgings or castings, above 6 tons. Gunpowder Lucifer matches and other inflammable articles. Locomotive engines and tenders on their own wheels. Petroleum and photogenic oil. Railway waggons-	Not presented for conveyance, therefore not classified or rated.										
Statuary		Miles. *s. d.* Under 25 - 0 9 25 to 50 - 1 0 51 to 100 - 1 3 101 to 150 - 1 6 Above 150 - 2 0	13 6	1 to 10 miles.	7½						
Returned empty packages.		Under 20 - 0 1 20 to 100 - 0 2 Above 100 - 0 3	*See* Irish Classification.			Included in the rates.	Do.	Do.	Do.	Do.	Do.
Small parcels.		Under 25 - 0 9 25 to 50 - 1 0 51 to 100 - 1 3 101 to 150 - 1 6 Above 150 - 2 0	8 9	1 to 10 miles.	4½						

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

As near as may be having regard to competition and local circumstances.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

See above No. 2 query.

Great Southern and Western Railway.—Inquiry No. 3.—*continued.*

4. Is the traffic of these articles carried at the Company's risk (excepting the articles otherwise specified)?	At company's risk, except under agreement.
5. If not, state in what respects you depart from this condition.	See above, No. 4 query.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	Twenty-four hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	For 48 hours free of charge.
9. What charge for warehousing is made after the period has expired?	For 1st class goods, see reply to query No. 10. s. d. „ 2nd „ „ 0 6 per ton „ 3rd „ „ 0 9 „ „ 4th „ „ 1 0 „ „ 5th „ „ 1 6 „ „ 6th „ „ 2 0 „ For every week or part of a week after 48 hours.
10. What charge do you make for demurrage of waggons?	3*s.* per waggon for every day or part of a day after 24 hours.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	Yes.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Delivered over to the connecting company.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	Not.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	Not.
b. Or how otherwise?	See above reply.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Not.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	2*d.* and 10 per cent.	Single fare and half.	1½*d.* and 10 per cent.	Single fare and half.	1*d.*	Nil.	1*d.*	Nil.
Highest „ „	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Do.	Do.	Do.	Do.	Do.	Nil.	Do.	Nil.
Lowest „ „	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Do.	Do.	Do.	Do.	Do.	Nil.	Do.	Nil.
Maximum fares allowed by Act of Parliament,* per mile.	3*d.**	—	3*d.**	—	—	—	3*d.**	—	3*d.**	—	—	—	1*d.*†	—

* 7 & Vict. c. 100. s. 290.

† See General Railway Act.

Great Southern and Western Railway of Ireland.—Inquiry No. 5.—*continued.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Kilkenny and Tralee, 224¼ miles.

	s.	d.
1st class single fare	41	3
2nd „ „	31	0
3rd „ „	18	8
1st class return fare	62	0
2nd „ „	46	0
3rd „ „	Nil.	

The above-named stations and fares are quoted in accordance with the request contained in the printed heading, the greatest distance on the Great Southern and Western Railway from station to station being 224¼ miles; but owing to the long distance, the geographical position of the two towns, and the fact that they are the terminal stations of different branch lines, the actual passenger traffic is quite nominal. The average passenger traffic is for distances under 60 miles.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Lucan and Hazlehatch, 3 miles.

	s.	d.
1st class single fare	0	8
2nd „ „	0	6
3rd „ „	0	3
1st class return fare	1	0
2nd „ „	0	9
3rd „ „	Nil.	

The above-named stations and fares are given in accordance with the request contained in the printed heading, the shortest distance on the Great Southern and Western Railway from station to station being 3 miles. The places named being unimportant road-side stations, the actual passenger traffic is limited.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

No such tickets issued on Great Southern and Western Railway.

Give the average speeds of trains as follows:—

Average speed of mail trains, including stoppages	$30\frac{42}{65}$ per hour.
„ ordinary passenger trains, „	$24\frac{60}{205}$ „
„ parliamentary „ „	$20\frac{3}{4}$ „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

I. The extent of the receipts for passenger excursion traffic, as also the number of special trains are both subject to considerable fluctuation, depending much on the state of the weather, and influenced by local and special attractions which from time to time arise.

II. The more important excursion trains are, as a rule, to and from the terminal stations, viz.:—

Dublin to Cork, and vice versâ.
Do. to Limerick, „
Do. to Killarney, „
Do. to intermediate stations, and vice versâ.
Cork to Limerick, and vice versâ.
Do. to Killarney, „
Do. to intermediate stations, and vice versâ.

III. The excursion return fares range at various reductions on the ordinary return fares, say from 30 to 60 per cent., according to circumstances and distances.

IV. The number of passengers carried in excursion trains are found to vary according to the number of stations booking and the distance travelled by the respective excursion trains.

1st class return from 20 to 150 passengers per train.
2nd „ „ 20 to 100 „ „
3rd „ „ 100 to 500 „ „

V. Some of the excursion trains have 1st, 2nd, and 3rd class carriages attached, but the greater number of such trains have only 1st and 3rd class carriages.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Rates for Parcels, Dogs, and Excess Luggage.

Distances.	Parcels.*										Dogs.†		Excess Luggage.	
	Up to 7 lbs.	8 lbs. to 18 lbs.	15 lbs. to 28 lbs.	29 lbs. to 42 lbs.	43 lbs. to 56 lbs.	57 lbs. to 70 lbs.	71 lbs. to 84 lbs.	85 lbs. to 98 lbs.	99 lbs. to 112 lbs.	Every further 14 lbs. or part of 14 lbs.	Single Journey Fares.	Return Ticket Fares.	First ¼ cwt.	Every further ¼ cwt. or part of ¼ cwt.
	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.	each. s. d.
Up to 15 miles -	0 6	0 8	0 10	1 0	1 2	1 4	1 6	1 8	1 10	0 2	0 6	0 9	0 6	0 3
16 to 50 „ -	0 6	0 9	1 0	1 3	1 6	1 9	2 0	2 3	2 6	0 3	1 0	1 6	1 0	0 6
51 to 100 „ -	0 8	1 0	1 4	1 8	2 0	2 4	2 8	3 0	3 4	0 4	1 6	2 3	1 6	0 9
101 to 150 „ -	0 10	1 3	1 8	2 1	2 6	2 11	3 4	3 9	4 2	0 5	2 0	3 0	2 0	1 0
Above 150 „ -	1 0	1 6	2 0	2 6	3 0	3 6	4 0	4 6	5 0	0 6	2 6	3 9	2 6	1 3

* Including the charges for collection and delivery within two miles of the General Post Office in Dublin and Cork, and within one mile of the chief towns. No charge made for booking.

† All charges for dogs must be prepaid. Any dogs not claimed within seven days after conveyance will be disposed of.

The above rates apply only to parcels, &c. conveyed on the Great Southern and Western Railway exclusively.

Great Southern and Western of Ireland Railway.—Inquiry No. 6.—*continued.*

I. No parcels under 28 lbs. are accepted by goods trains unless they form part of other consignments, and all parcels or consignments, whether above or below 28 lbs. and sent by goods trains, are charged at the general goods tonnage rates.

II. The company's agent is allowed 2*d.* for collection and 2*d.* for delivery for each parcel, making a total of 4*d.* on each parcel, which the company pay to the agent out of the above rates charged to the public by passenger trains.

There are no important exceptions to the general parcel rates.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	s. d.
Horse boxes containing 3 horses, not exceeding 50*l.* each in value	0 9	8 0
„ „ 2 „ „ „ „ -	0 7	7 0
„ „ 1 „ „ „ „ -	0 4	6 0
Two-wheeled carriages - - - - - -	0 4½	7 0
Four-wheeled „ - - - - - -	0 6	9 0

Dogs,* minimum gross charge, 6*d.* - - -	Distances.	Single Journey Fares.	Return Ticket Fares.
		each.	each.
		s. d.	s. d.
	Up to 15 miles	0 6	0 9
	16 to 50 „	1 0	1 6
	51 to 100 „	1 6	2 3
	101 to 150 „	2 0	3 0
	Above 150 „	2 6	3 9

* All charges for dogs must be prepaid. Any dogs not claimed within seven days after conveyance will be disposed of.

What is the rate of insurance on horses exceeding the above-mentioned values?

Five per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

I. The horse and carriage rates are uniform per mile for both short and long distances, subject to the minimums stated.

II. The dog rates are not struck at a progressive mileage scale.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.*				Half Trucks.*				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.				
Fat cattle - -	The number of all descriptions of live stock loaded in full trucks is left to the option of senders.	0 11	0 5½	10 0	3	0 5½	0 2¾	5 0	No such railway carrying stock on Great Southern and Western Railway as double sheep vans.			
Lean cattle -					5							
Sheep - -					12							
Lambs - -					16							
Bacon pigs -					12							
Pork pigs -					12							
Horses in cattle trucks -	4	2nd class passenger fares.			No half trucks for horses.							

* The maximum rates per truck and half truck per mile refer and appertain only to short mileages, viz., up to 13 miles, beyond which distance the maximum rates per mile become gradually less, till 150 miles is reached, when the minimum rates come into force, as shown above.

Great Southern and Western Railway of Ireland.—Inquiry No. 8.—*continued.*

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Kilkenny and Tralee. 224¼ miles.

	s.	d.	
Full trucks (for any stock) - - - - - -	103	0	per truck.
Half ditto „ - - - - -	52	0	„

I. The above stations and rates are quoted in accordance with the request of the printed heading, but there is no cattle traffic between the places named.

II. The bulk of the live stock traffic conveyed over the Great Southern and Western Railway is consigned to the ports of Dublin, Cork, and Waterford, and the average distance paid for is *under* 100 miles.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

The minimum rates above quoted are the lowest rates, and apply to, say Sallins and Kildare. 12 miles.

	s.	d.	
Full trucks (for any stock) - - - - - -	10	0	per truck.
Half ditto „ - - - - -	5	0	„

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Charged the ordinary rates to cattle shows. Conveyed back free if unsold and accompanied by a certificate signed by the secretary of each agricultural show.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

Line opened in August 1846, from Dublin to Carlow, 55¾ miles, and rates given below on said distance for each period.

	Opened August 1846.	Year 1850.	Year 1865.
	s. d.	s. d.	s. d.
Single passenger fares, 1st class - - per mile	0 2	0 2	0 2 } and 10
„ „ 2nd class - - „	0 1½	0 1½	0 1½ } per cent.
„ „ 3rd class - - „	0 0¾	0 1	0 1
Horses by passenger trains - - - per mile each	0 4	0 4	0 4
Four-wheeled carriages - - - „ „	0 6	0 6	0 6
Parcels - - - - - - - -	Under 5 lbs. 6*d.* each. „ 24 lbs. 1*s.* „ Above 24 lbs. 0½*d.* per lb.	A more general scale.	See general scale.
Oxen - - - - per waggon per mile	0 6	0 6	0 6
Sheep - - - - - „ „	0 6	0 6	0 6
Fish - - - - - - per ton	14 2	14 2	7 6
Coal - - - - - - - „	4 10	9 6	4 8
Bricks - - - - - - - „	4 10	9 6	5 0
Manure - - - - - - - „	4 10	7 2	5 0
Iron ore - - - - - - - „	4 10	9 6	5 0
Bar iron - - - - - - - „	9 6	9 6	7 6
Iron castings - - - - - - - „	9 6	14 2	10 0
Stone - - - - - - - - „	4 10	9 6	5 0
Lime - - - - - - - - „	4 10	7 2	5 0
Salt - - - - - - - - „	4 10	9 6	5 0
Grain - - - - - - - - „	7 2	9 6	7 6
Flour - - - - - - - - „	7 2	9 6	7 6
Timber - - - - - - - - „	9 6	11 10	7 6
Hay - - - - - - - - „		No traffic.	
Potatoes - - - - - - - „	7 2	9 6	7 6
Mangold wurzel - - - - - - „	7 2	9 6	7 6
Goods generally, of the kind now included by the Clearing House - - under the 1st class	4 10	7 2	5 0
„ 2nd „	7 2	9 6	7 8
„ 3rd „	9 6	11 10	10 0
„ 4th „	14 2	14 2	15 0
„ 5th „	None struck in year 1846.	19 0	25 0

General Remarks.

I. The rates given above for passengers, for horses, and for carriages are worked out per mile per passenger, per mile per horse, and per mile per carriage, in accordance with the printed instructions.

II. As regards oxen and sheep, the rates are given per mile per waggon, as rates per head are not charged for this description of traffic.

III. The rates for goods are given per ton for the longest distance, viz., 56 miles, being the rates struck at the opening of the Great Southern and Western Railway in August 1846, in accordance with the printed instructions. As the object of the other two columns (headed 1850 and 1865) would appear to be to arrive at a comparison of goods rates in operation at the different periods quoted, the goods rates per ton set forth in each column refer only to the distance of 56 miles.

WATERFORD AND LIMERICK RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Waterford and Limerick Railway	77	miles long.
Waterford and Kilkenny Railway	31	,,
Kilkenny Junction Railway	19	,, (nine yet unopened.)
Limerick and Ennis Railway	24¾	,,
Limerick and Foynes Railway	26¼	,,
Limerick, Castleconnell, and Killaloe Railway	17¼	,,
Total	195¼	

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take if at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
	s. d.								
Bricks, *common*	1 6	In loads of 5 tons.	5¾ miles up to 17 miles.	The charge per ton varies according to competition, but for 50 miles it may stand thus; Not less than 5 tons, 1·50*d.* per ton per mile; in lots less than 5 tons, 1¼*d.* per ton per mile.	In lots of 5 tons and upwards from 3*s.* 9*d.* up to 5*s.* 2*d.* per ton from 50 to 77 miles.	The foregoing rates are inclusive of terminal accommodation.	Yes.	The loading and unloading is not performed by the company except under special agreement, and varies from 3*d.* to 6*d.* per ton.	Yes.
Cannel	1 6								
Chromate ores	1 6								
Cinders	1 6								
Clay	1 6								
Coal	1 0								
Coke	1 6								
Compost	—								
Coprolites, *for manure*	1 6								
Culm	1 0								
Draining pipes and tiles (*com. for agricultural draining*).	1 6								
Dross	—								
Fire bricks and clay	1 6								
Flagstones	1 6								
Granite, *undressed*	1 6								
Gravel	1 6								
Iron ore	1 6								
Iron, *pig*	1 6								
Iron stone	—								
Lime and limestone	1 6								
Manure, *in bulk*	1 6								
Materials for road repairs.	1 6	1 ton or upwards.							
Peat	1 6								
Potters' earth	1 6								
Pyrites	1 6								
Salt, *rock, and unmanufactured.*	1 6								
Salt, *in bulk*, including manufactured salt, when so carried.	1 6								
Sand	1 6								
Scoriæ	1 6								
Slag	1 6								
Slates, *common*	1 6								
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1 6								
Sulphur ore	1 6								
Tiles	1 6								
Turf	1 6								
Zinc ore	1 6								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

They vary according to circumstances.

4. If not, state the nature of the exceptions.

The exceptions are when it is found necessary to obtain the traffic at special lower rates than the ordinary tariff, but this applies principally to cargoes or large quantities.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

As a rule it is carried at owner's risk.

6. If not, state in what respects you depart from this condition.

According to circumstances, and in respect to damage where it proceeds from circumstances beyond the control of senders.

Waterford and Limerick Railway.—Inquiry No. 1.—*continued.*

7. Do you undertake to deliver this class of traffic within a specified time?	Lowest specific time for delivery, but generally 24 hours.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
9. What charge do you make for demurrage of waggons?	3*s.* per day after 24 hours.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Not carried in any but companies' waggons.

FOR THROUGH TRAFFIC IN COMPANIES' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system of junctions?	We have through rates for this class of traffic with other companies.
18. Are junctions considered as stations for this class of traffic?	Yes.
19. If not, state the exceptions?	None.
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	If there is a ton weight or upwards the waggon is passed on to the foreign company's line. When less than that quantity it is discharged at the junction, when the first charge becomes a "paid on" on the foreign line.

CONTRACT CHARGES IN COMPANIES' WAGGONS.

21. Have you any scale of charges applicable to contracts?	None.
If so,—	
a. Is the charge based on a minimum annual payment, or on the quantity carried?	None.
b. Or how otherwise?	None.
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	None.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

Waterford and Limerick Railway Act	1845.	8 & 9 Vict. c. 131.	Power to construct railway, and to levy tolls and rates.
Do. (Deviation) Act	1847.	10 & 11 Vict. c. 231.	
Do. (Deviation) Act	1851.	14 & 15 Vict. c. 110.	Power to erect Fiddown Bridge, and to levy tolls thereon.
Do. Act	1860.	23 & 24 Vtct. c. 160.	Power to construct tramway at Limerick, extension of line and pier or wharf at Waterford, and to levy tolls and rates thereon.
Do. (Diversion) Act	1862.	25 & 26 Vict. c. 191.	
Waterford and Kilkenny Railway Act	1845.	8 & 9 Vict. c. 87.	Power to construct railway, and to levy rates and tolls.
Do. (Deviation) Act	1848.	11 & 12 Vict. c. 61.	
Kilkenny Junction Railway Act	1860.	23 & 24 Vict. c. 153.	Power to construct railway, and to levy rates and tolls.
Do. (Deviation) Act	1861.	24 & 25 Vict. c. 232.	
Limerick, Ennis, and Killaloe Junction Railway Act	1846.	9 & 10 Vict. c. 195.	Power to construct railway, and to levy rates and tolls.
Limerick and Ennis Railway Act	1853.	16 & 17 Vict. c. 114.	
Limerick and Foynes Railway Act	1853.	16 & 17 Vict. c. 168.	Power to construct railway, and to levy rates and tolls.
Limerick and Castleconnell Railway Act	1855.	18 & 19 Vict. c. 76.	Power to construct railway from Killonan to Castleconnell, and to levy rates and tolls thereon.
Limerick and Castleconnell Railway (Killaloe) Extension Act	1858.	21 & 22 Vict. c. 144.	Power to extend railway to Killaloe, and to levy authorized rates and tolls on extension.

LONDON, CHATHAM, AND DOVER RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — London, Chatham, and Dover Railway, 134 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
	s. d.								
Bricks, *common*	2 6	4 tons.	10 miles.	The following scale per ton applies for distances over 10 miles:— *s. d.* 10 to 20 miles 2 11; 20 to 30 „ 3 4; 30 to 40 „ 3 9; 40 to 50 „ 4 2	An increase of 5*d.* per ton for every 5 miles or proportion of 5 miles.	The charges under "(b)" include the charges for terminal accommodation.	Yes.	6*d.* per ton for each service.	Yes.
Cannel	2 0	5 tons.							
Chromate ores	2 6	4 tons.							
Cinders	2 6	„							
Clay	2 6	„							
Coal	2 0	5 tons.							
Coke	2 0	„							
Compost	2 6	4 tons.							
Coprolites, *for manure*	2 6	„							
Culm	2 6	„							
Draining pipes and tiles (*com. for agricultural draining*).	2 6	„							
Dross	2 6	„							
Fire bricks and clay	2 6	„							
Flagstones	2 6	„							
Granite, *undressed*	2 6	„							
Gravel	2 6	„							
Iron ore	2 6	„							
Iron, *pig*	2 6	„							
Ironstone	2 6	„							
Lime and limestone	2 6	„							
Manure, *in bulk*	2 6	„							
Materials for road repairs.	2 6	„							
Peat	2 6	„							
Potters' earth	2 6	„							
Pyrites	2 6	„							
Salt, *rock and unmanufactured.*	2 6	„							
Salt, *in bulk*, including manufactured salt, when so carried.	2 6	„							
Sand	2 6	„							
Scoriæ	2 6	„							
Slag	2 6	„							
Slates, *common*	2 6	„							
Stone, *in the rough state, building, pitching, paving, kerb or flags.*	2 6	„							
Sulphur ore	2 6	„							
Tiles	2 6	„							
Turf	2 6	„							
Zinc ore	2 6	„							

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — As far as possible.

4. If not, state the nature of the exceptions. — Bricks (breeze), or cinders, sand. The rates are framed according to the varied influence of competing routes, such as water, road, rail, &c. Coal is subject to the same consideration.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours, but this is generally much exceeded by the public.

9. What charge do you make for demurrage of waggons? — 3*s.* per truck per day, which there is great difficulty in obtaining.

London, Chatham, and Dover Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240lbs., or the equivalent measurement:—

Practically there is no traffic at present on the London, Chatham and Dover Railway conducted in owners' waggons.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*			*d.*	*d.*	*d.*	*d.*			*d.*	*d.*
Average fares charged per mile	3·010	4·472	2·037	3·231	—	—	2·443	2·978	1·667	2·117	—	—	·954	1·323
Highest	3·053	4·579	2·088	3·374	—	—	2·812	4·258	1·928	2·972	—	—	·991	1·848
Lowest	2·299	4·348	1·980	2·996	—	—	1·114	1·672	·836	1·253	—	—	·557	·836
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
							s. d.	*s. d.*	*s. d.*	*s. d.*			*s. d.*	*s. d.*
East Kent	(Express not named in East Kent Act.)						0 3	0 6	0 2	0 4	—	—	0 1	0 2
Metropolitan Extension	Not exceeding 3 miles.						0 9	1 6	0 6	1 0	—	—	0 4	0 8
City and West End Sections.	Exceeding 3 miles.						1 0	2 0	0 9	1 6	—	—	0 6	1 0
City Undertaking	Fares for local traffic "not more than 20 miles."						0 3	0 6	0 2	0 4	—	—	0 1	0 2
" "	Fares for through traffic "more than 20 miles."						0 4	0 8	0 3	0 6	—	—	0 2	0 4

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	Distance.		Express.				Ordinary.					
			Single.		Return.		Single.			Return.		
			1st.	2nd.	1st.	2nd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
	Mls.	chns.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Brixton and Dover	74	55	19 0	13 0	28 6	21 0	17 6	12 0	6 2	26 6	18 6	11 6

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

—	Distance.		Express.				Ordinary.					
			Single.		Return.		Single.			Return.		
			1st.	2nd.	1st.	2nd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
	Mls.	chns.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s d.*
Ludgate and Canterbury	62	7	15 0	10 3	22 6	15 6	—	—	—	—	—	—
Victoria and Ludgate	7	14	—	—	—	—	0 8	0 6	0 4	1 0	0 9	0 6

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

None.

Give the average speed of trains as follows:

Average speed of express trains, including stoppages - - - 38 miles per hour.
" " ordinary passenger trains " - - 25 "
" " parliamentary " " - - 20 "

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of

London Chatham and Dover Railway.—Inquiry No. 5.—*continued.*

the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed including stoppages.

Every week, on Sundays and Mondays during the summer.

	Rate per mile (only one way).		
	1st Class.	2nd Class.	3rd Class.
		d.	*d.*
From London to Faversham - - -	—	1·032	·575
„ „ Whitstable - - -	—	·917	·510
„ „ Herne Bay - - -	—	·860	·478
„ „ Margate - - -	—	·892	·568
„ „ Broadstairs - - -	—	·855	·544
„ „ Ramsgate - - -	—	·833	·531
„ „ Canterbury - - -	—	1·064	·678
„ „ Dover - - -	—	·851	·542

Sunday trains to and from London and the country on Good Friday, Easter Sunday, Whit-Sunday, Whit-Monday, and on various occasions, generally at the rates stated above.

Excursions from the country to Penge station for the Crystal Palace, on various occasions, generally at about the same rates as to London (see above), and from inland stations to the coast stations.

Excursions from London to the Crystal Palace, chiefly of schools, at various low rates, according to circumstances.

	In trains with first-class Carriages.	second-class Carriages.	In trains with third-class Carriages.
Average number in each train - -	16½	29	496

Average speed, including stoppages, 30 miles per hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give in reference to the lines included in your former returns, the general rates charged for parcel traffic both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these General rates.

See scales, &c., as follows:—

By passenger trains.—Parcel rates for stations in general, exclusive of those in the Metropolitan District, &c.

	Not exceeding 40 Miles.		Not exceeding 60 Miles.		80 Miles' and upwards.	
	Passenger.	Van.	Passenger.	Van.	Passenger.	Van.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Parcels not exceeding 3 lbs. weight -	0 4	0 4	0 6	0 4	0 9	0 6
„ „ 7 „ -	0 6	0 4	0 9	0 6	1 0	0 8
„ „ 14 „ -	0 7	0 5	1 0	0 8	1 3	0 10
„ „ 28 „ -	0 9	0 6	1 3	0 10	1 6	1 0
„ „ 56 „ -	1 1	0 9	1 9	1 2	2 3	1 6
„ „ 84 „ -	1 5	1 0	2 3	1 6	3 0	2 0
„ „ 112 „ -	1 9	1 2	2 9	1 10	3 9	2 6

Ordinary parcels above 112 lbs. weight.

For distances up to 21 miles, for every additional 7 lbs., 1*d.* extra.

„ „ over 21 „ „ 2 lbs., 1*d.* „

Van Parcels over 112 lbs weight, two-thirds the rate for ordinary parcels.

Rates for Parcels in the Metropolitan Districts, per passenger trains, between any two of the stations north of Penge, (including Penge, Victoria, and Farringdon Street, and the Stations on the Crystal Palace and South London Junction Line), viz.:—

Victoria, Battersea, Stewart's Lane, Wandsworth Road, Clapham, Brixton, Denmark Hill, Peckham Rye, Nunhead, Honor Oak, Lordship Lane, Crystal Palace, Loughboro' Road, Camberwell Road, Walworth Road, Elephant and Castle, Boro' Road, Blackfriars Bridge, Ludgate Hill, Farringdon, Herne Hill, Dulwich, Sydenham Hill, Penge.

Distance.	Weight not Exceeding	Per Passenger Train.
	lbs.	*s. d.*
Within 11 miles - - -	14	0 4
„ „ - - -	28	0 6
„ „ - - -	56	0 8
„ „ - - -	84	0 10
„ „ - - -	112	1 0

For every 28 lbs. above 112 lbs., 4*d.*

London Chatham and Dover Railway.—Inquiry No. 6.—*continued.*

Rates for parcels between London and its vicinity and the country, per passenger and van trains, to and from Victoria, Battersea Park, Stewart's Lane, Wandsworth Road, Clapham, Brixton, Loughboro' Road, Camberwell Road, Walworth Road, Elephant and Castle, Boro' Road, Blackfriars Bridge, Ludgate Hill, Farringdon Street, Crystal Palace, and South London Junction Line Stations, and the under-mentioned Stations :—

Beckenham, Shortlands, Bromley, Bickley, St. Mary Cray, Sevenoaks Junction, Eynsford, Shorcham, Sevenoaks, Farningham, Meopham, Sole Street, Strood, Chatham, and New Brompton. Within 37 miles.			Rainham, Newington, Sittingbourne, Queenboro', Sheerness, Teynham, Faversham, and Selling. Within 56 miles.			Whitstable, Herne Bay, Birchington, Margate, Broadstairs, Ramsgate, Canterbury, Bekesbourne, Adisham, Shepherd's Well, Ewell, Dover Priory, and Dover Harbour. Within 80 miles.		
Weight.	Passenger Train.	Van Train.	Weight.	Passenger Train.	Van Train.	Weight.	Passenger Train.	Van Train.
lbs.	s. d.	s. d.	lbs.	s. d.	s. d.	lbs.	s. d.	s. d.
1	0 4	0 4	1	0 6	0 4	1	0 6	0 6
3	0 4	0 4	3	0 6	0 4	3	0 8	0 6
4	0 4	0 4	4	0 9	0 6	4	0 10	0 7
6	0 6	0 4	6	0 9	0 6	6	0 10	0 7
7	0 6	0 4	7	0 9	0 6	7	1 2	0 10
10	0 7	0 5	10	1 0	0 8	10	1 2	0 10
14	0 7	0 5	14	1 0	0 8	14	1 4	0 11
21	0 8	0 6	21	1 3	0 10	21	1 9	1 2
28	0 9	0 6	28	1 3	0 10	28	1 9	1 2
32	0 10	0 7	32	1 9	1 2	32	2 0	1 4
35	0 10	0 7	35	1 9	1 2	35	2 2	1 6
36	0 11	0 8	36	1 9	1 2	36	2 2	1 6
40	0 11	0 8	40	1 9	1 2	40	2 4	1 7
42	0 11	0 8	42	1 9	1 2	42	2 6	1 8
44	1 0	0 8	44	1 9	1 2	44	2 6	1 8
48	1 0	0 8	48	1 9	1 2	48	2 8	1 10
49	1 0	0 8	49	1 9	1 2	49	3 0	2 0
52	1 1	0 9	52	1 9	1 2	52	3 0	2 0
56	1 1	0 9	56	1 9	1 2	56	3 2	2 2
60	1 2	0 10	60	2 3	1 6	60	3 4	2 3
63	1 2	0 10	63	2 3	1 6	63	3 6	2 4
64	1 3	0 10	64	2 3	1 6	64	3 6	2 4
68	1 3	0 10	68	2 3	1 6	68	3 8	2 6
70	1 3	0 10	70	2 3	1 6	70	4 0	2 8
72	1 4	0 11	72	2 3	1 6	72	4 0	2 8
76	1 4	0 11	76	2 3	1 6	76	4 2	2 10
77	1 4	0 11	77	2 3	1 6	77	4 4	2 11
80	1 5	1 0	80	2 3	1 6	80	4 4	2 11
84	1 5	1 0	84	2 3	1 6	84	4 6	3 0
88	1 6	1 0	88	2 9	1 10	88	4 8	3 2
91	1 6	1 0	91	2 9	1 10	91	4 10	3 4
92	1 7	1 1	92	2 9	1 10	92	4 10	3 4
96	1 7	1 1	96	2 9	1 10	96	5 0	3 4
98	1 7	1 1	98	2 9	1 10	98	5 2	3 6
100	1 8	1 2	100	2 9	1 10	100	5 2	3 6
104	1 8	1 2	104	2 9	1 10	104	5 4	3 7
105	1 8	1 2	105	2 9	1 10	105	5 6	3 8
108	1 9	1 2	108	2 9	1 10	108	5 6	3 8
112	1 9	1 2	112	2 9	1 10	112	5 8	3 10

Ordinary parcels above 112 lbs. weight, for distances up to 21 miles, for every additional 7 lbs., 1*d.* extra.
For distances over 21 miles, for every additional 2 lbs., 1*d.* extra.
Van parcels over 112 lbs., two-thirds the rate for ordinary parcels.

BY PASSENGER TRAINS.

Ordinary and van parcels rates between certain country stations, viz., between Rochester Bridge, Chatham, Whitstable, Canterbury and Dover, from 1st April 1862.

Parcels not exceeding	Not exceeding 21 miles.		Not exceeding 46 miles.		Exceeding 46 miles.	
	Rates by Passenger and Express Trains.	Rates by Van Trains.	Rates by Passenger and Express Trains.	Rates by Van Trains.	Rates by Passenger and Express Trains.	Rates by Van Trains.
lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	0 6	0 6	0 6	0 6	0 6	0 6
2	0 6	0 6	0 6	0 6	0 8	0 6
3	0 6	0 6	0 6	0 6	0 8	0 6
6	0 6	0 6	0 8	0 6	0 10	0 7
10	0 7	0 6	0 10	0 7	1 2	0 10
14	0 8	0 6	1 0	0 8	1 4	0 11
28	1 0	0 8	1 6	1 0	1 9	1 2
32	1 1	0 9	1 7	1 1	2 0	1 4
36	1 2	0 10	1 8	1 2	2 2	1 6
40	1 2	0 10	1 9	1 2	2 4	1 7
44	1 3	0 10	1 10	1 3	2 6	1 8
48	1 4	0 11	1 11	1 4	2 8	1 10
52	1 4	0 11	2 0	1 4	3 0	2 0
56	1 5	1 0	2 1	1 5	3 2	2 2
60	1 6	1 0	2 2	1 6	3 4	2 3
64	1 6	1 0	2 3	1 6	3 6	2 4
68	1 7	1 1	2 4	1 7	3 8	2 6
72	1 8	1 2	2 5	1 8	4 0	2 8
76	1 8	1 2	2 6	1 8	4 2	2 10
80	1 9	1 2	2 7	1 9	4 4	2 11
84	1 10	1 3	2 8	1 10	4 6	3 0
88	1 10	1 3	2 9	1 10	4 8	3 2
92	1 11	1 4	2 10	1 11	4 10	3 4
96	2 0	1 4	2 11	2 0	5 0	3 4
100	2 0	1 4	3 0	2 0	5 2	3 6
104	2 1	1 5	3 1	2 1	5 4	3 7
108	2 2	1 6	3 2	2 2	5 6	3 8
112	2 2	1 6	3 3	2 2	5 8	3 10

London Chatham and Dover Railway.—Inquiry No. 6.—*continued.*

Ordinary Parcels above 112 lbs. weight.

For distance up to 21 miles, for every additional 7 lbs., 1*d.* extra.
„ over 21 „ „ 2 lbs., 1*d.* „

Van Parcels over 112 lbs., two-thirds the rate for ordinary parcels.

The van parcels are conveyed daily, and will be forwarded by the parliamentary train every morning (Sundays excepted), they are required to be taken to the Company's Parcels Office, Victoria Station, before 7 o'clock, and to the receiving houses in London and the country stations before 5 o'clock the previous evening.

All packages intended to be forwarded as van parcels at the reduced rate of charge, must be legibly marked "Van "Parcels Train," or they will be sent by the ordinary passenger trains, at the usual rate of charge for parcels.

The rates above mentioned are inclusive of booking (except at Victoria and the receiving houses), and of collection from the receiving houses, and delivery within 2½ miles of Somerset House, and at the country stations where delivery is customary, within a mile of the station.

Packed Parcels, &c.—Parcels tied together, packed in a hamper, in sacks, or otherwise packed, unless *bonâ fide* the property of one person, will be charged double the above rates.

Returned Empty Packages, &c.—Threepence per package (which must be prepaid) will be charged for returned empties, exclusive of collection or delivery; and the date when it was conveyed must fully be written on each package, or it will not be received. Half the ordinary parcels rates will be charged for packages containing empty bottles. The charge for collection and delivery of empty packages within the London district will be 3*d.* for collection and 4*d.* for delivery of each package—to be prepaid.

Fragile Parcels.—Parcels are conveyed at owner's risk only, unless upon payment of an additional charge of half the ordinary rates for parcels under 10*l.* value. For parcels above that value, see Special Rate hereunder.

Insurance Rate for articles comprised in the notice under Carriers' Act, exhibited at the company's stations, over and above the ordinary rate of carriage:—

For any distance not exceeding	50 miles,	for each pound sterling in value, the sum of ½*d.*
„ „	75 „	„ „ „ ¾*d.*
„ „	100 „	„ „ „ 1*d.*
„ „	150 „	„ „ „ 1½*d.*

An additional farthing per pound sterling for every increase of distance not exceeding 50 miles, and the same for every increase of distance upon each additional 50 miles completed over and above the first 150 miles.

N.B.—When the value of the property to be insured shall exceed 250*l.*, a reduction in the above specified rates may be made by special contract.

For Milk.

	Per Imperial Gallon.	Cases containing 9 Galls and less.
	s. d.	*s. d.*
Under 10 miles	0 0½	0 6
Over 10 and under 25	0 0¾	0 9
Over 25 and under under 50	0 1	1 0
Above 50 miles	0 1¼	1 4

Empty cans returned free. The cans to be stamped or marked with the number of gallons.

Fish.—For any distance under 21 miles, ordinary parcels rates; for any distance over 21 miles, and for any quantity under 56 lbs., ordinary parcels rates; and for any quantity over 56 lbs., 4*s.* per cwt. Between the stations on the main line from Victoria to Chatham, both inclusive, the ordinary parcels rates.

Hat Boxes containing a single hat, 6*d.* each; packed in crates or tied together, 3*d.* each; with minimum charge of 1*s.*, irrespective of distance.

Newspapers and Unbound Periodicals to and from all Stations.

A single newspaper	1*d.*
Parcels of newspapers or unbound periodicals, up to 6 lb. weight	3*d.*
Above 6 lbs. and not exceeding 14 lbs.	6*d.*
For every additional 7 lbs.	1*d.*

These charges include booking but not delivery, and the parcels must be open at both ends.

Every fraction of a pound weight is charged as a full pound, and every fraction of a penny as a full penny.

All parcels up to 112 lbs. will be forwarded by passenger trains, unless "per goods train" be distinctly marked upon them.

All parcels are carried under the conditions exhibited at the company's station.

Parcels intended to be conveyed by any particular train must be deposited in the company's parcels office 15 minutes before the departure of the train.

Rates for Small Packages and Parcels by Goods Trains.

The following Rates on parcels and packages, not exceeding 112 lbs. weight, include cartage to and from all places within the limits of the borough of Southwark and City of London, and delivery in the country (wherever the company have vehicles for that purpose) to distances not exceeding one mile from stations, but not collection. Beyond the limits of the Borough of Southwark and City of London, an extra charge will be made for cartage, according to distances.

	If conveyed distances			
	Not exeeeding 25 miles.	Not exceeding 46 miles.	Exceeding 46 miles.	
Separate Parcels or Packages	*s. d.*	*s. d.*	*s. d.*	
Not weighing more than 14 lbs.	0 6	0 8	0 10	Unless more by classification.
„ „ 28 „	0 8	0 10	1 0	
„ „ 56 „	0 10	1 0	1 2	
„ „ 84 „	1 0	1 2	1 4	
„ „ 112 „	1 2	1 4	1 6	

N.B.—Parcels tied together or packed in a hamper, whether the property of one or more consignees, will be charged at the rate of one penny for every pound weight, exclusive of cartage, but not less than the above rates.

Each consignment in each class over 112 lbs. weight conveyed distances not exceeding 46 miles, 1*s.*, and exceeding 46 miles, 1*s.* 2*d.*, station to station, until amounting to more by classification rates.

London, Chatham, and Dover Railway.—Inquiry No. 6.—*continued.*

EXCEPTIONS.

Between London and Sevenoaks.		London and Sittingbourne.		London and Faversham.	
	s. d.		*s. d.*		*s. d.*
Parcels up to 14 lbs. - -	0 6	Parcels up to 7 lbs. - -	0 6	Parcels up to 7 lbs. - -	0 6
14 „ to 28 „ -	0 8	7 „ to 14 lbs.	0 8	7 „ to 14 lbs. -	0 8
28 „ to 56 „ -	0 10	14 „ to 28 „ -	0 10	14 „ to 28 „ -	0 10
56 „ to 112 „		28 „ to 56 „ -	1 0	28 „ to 56 „ -	1 0
and until amounting to more by classification - -	1 0	56 „ to 112 „ -		56 „ to 84 „ -	1 2
		and until amounting to more by classification -	1 2	84 „ to 112 „ - and until amounting to more by classification - - -	1 4

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
		s. d.
Horse boxes containing 3 horses, not exceeding £50 each in value -	8·340	10 0
„ „ 2 „ „ „ „ -	6·256	7 6
„ „ 1 „ „ „ „ -	4·170	5 0
Two-wheeled carriages - - - - - - -	4·169	5 0
Four-wheeled - - - - - - -	6·234	7 6
Dogs - - - - - - - -	·552	0 6

What is the rate of insurance on horses exceeding the above-mentioned values?

1*l.* per cent. on the excess of value.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

They do not vary much, and are not lower for the longer distances.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Train.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by Goods Trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per V per Mile.	Minimum Charge per Van.
		d.		*s. d.*								
Fat cattle - -	6	6	3·857	7 6	No Rates.	No Rates.	No Rates.	No Rates.	No Rates.	No Rates.	No Rates.	No Rates.
Lean cattle - -	9	6	3·857	7 6								
Sheep { Fat - -	30	6	3·857	7 6								
Sheep { Lean - -	40											
Lambs - -	40	6	3·857	7 6								
Bacon pigs - -	16	6	3·857	7 6								
Pork pigs - -	30	6	3·857	7 6								
Horses in cattle trucks	Do not carry horses by Goods Trains.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

London and Dover (as under), distance, 78 miles.

Description of Live Stock.	Rates. Per Head.	Rates. Per Truck.
	s. d.	*s. d.*
Beasts, fat or lean - - - - - - -	5 1	30 6
Calves - - - - - - -	1 11	30 8
Sheep, fat - - - - - - -	1 0	30 0
„ lean - - - - - - -	0 9	30 0
Lambs - - - - - - -	0 9	30 0
Pigs, large - - - - - - -	1 11	30 8
„ small - - - - - - -	1 0	30 0

London Chatham and Dover Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

London and Beckenham (as under), distance, 9 miles.

Description of Live Stock.	Rates.	
	Per Head.	Per Truck.
	s. *d.*	*s.* *d.*
Beasts, fat	1 8	10 0
„ lean	1 0	9 0
Calves	0 7	9 4
Sheep, fat	0 4	10 0
„ lean	0 3½	11 8
Lambs	0 3½	11 8
Pigs, large	0 7	9 4
„ small	0 4	10 0

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Stock and implements to the show to be charged at full prices.

From the show, if sold, full prices.

From the show, if unsold, free back to the station from whence sent, at owner's risk, on production of a certificate from the Society's secretary.

Collection and delivery to be performed by the owners.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	Various Portions opened between 1858 and 1865.
			d.
Single passenger fares, first class			2·443
„ „ second class			1·667
„ „ third class			·954
Horses by passenger trains each			4·170
Four-wheeled carriages „			6·234
Parcels			—
Oxen per head			Fat, ·782. Lean, ·475
Sheep „			„ ·154. „ ·116
Fish per ton			4·872
Coal „			·77
Bricks „			1·153
Manure „			1·153
Iron ore „			1·153
Bar iron „			1·346
Iron castings „			2·384
Stone „			1·153
Lime „			1·153
Salt „			1·153
Grain „			1·026
Flour „			1·026
Timber „			1·154
Hay „			1·539
Potatoes „			1·346
Mangold wurzel „			1·153
Goods generally, of the kind now included by the Clearing House under the 1st class			1·346
„ „ „ 2nd „			1·539
„ „ „ 3rd „			2·373
„ „ „ 4th „			4·103
„ „ „ 5th „			4·872

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

	Miles double.	Miles single.	Total.
Midland Great Western of Ireland	115	130½	245½
Great Northern and Western of Ireland	—	72	72
Athenry and Tuam	—	15½	15½
	—	—	333

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement;—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	2*s.* per ton	5 tons	20 miles	1½*d.*	1*d.*	Nil.		6*d.* per ton.	Yes.
Cannel	,,	,,	,,	,,	,,				
Chromate ores	No traffic.								
Cinders	,,								
Clay	,,								
Coal	1*s.* per ton	5 tons	7 miles	¾*d.*	¾*d.*				
Coke	,,	,,	,,	,,	,,				
Compost, *for manure*	,,	,,	,,	,,	,,				
Coprolites, *for manure*	,,	,,	,,	,,	,,				
Culm	,,	,,	,,	,,	,,				
Draining pipes and tiles (*com. for agricultural draining*).	2*s.* per ton	,,	20 miles	1¼*d.*	1*d.*				
Dross	No traffic.								
Fire bricks and clay	2*s.* per ton	5 tons	20 miles	1¼*d.*	1*d.*				
Flagstones	,,	,,	,,	,,	,,				
Granite, *undressed*	,,	,,	,,	,,	,,				
Gravel	,,	,,	,,	,,	,,				
Iron ore	No traffic.								
Iron, *pig*	,,								
Ironstone	,,								
Lime and limestone	2*s.* per ton	5 tons	20 miles	1¼*d.*	1*d.*				
Manure *in bulk* [and sea-weed].	1*s.* 6*d.* per ton.	,,	13 miles	·83*d.*	·83*d.*				
Materials for road repairs.	No traffic.								
Peat	2*s.* 6*d.* per ton.	2 tons	14 miles	2¼*d.*	2¼*d.*				
Potter's earth	No traffic.								
Pyrites	,,								
Salt, *rock and unmanufactured.*	1*s.* 6*d.* per ton.	5 tons	13 miles	·83*d.*	·83*d.*				
Salt, *in bulk*, including manufactured salt, when so carried.	2*s.* per ton	,,	16 miles	1½*d.*	1½*d.*				
Sand	,,	,,	20 miles	1¼*d.*	1*d.*				
Scoriæ	No traffic.								
Slag	,,								
Slates, *common*	2*s.* per ton	5 tons	20 miles	1¼*d.*	1*d.*				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	,,	,,	,,	,,	,,				
Sulphur ore	No traffic.								
Tiles	2*s.* per ton	5 tons	20 miles	1¼*d.*	1*d.*				
Turf	See Peat.								
Zinc ore	No traffic.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions.

The rates quoted are in general use, but reduced rates are made for certain quantities under particular conditions and to suit the requirements of particular districts.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

Owner's risk.

6. If not, state in what respects you depart from this condition.

By increasing the rates 20 per cent.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours, Sundays, Christmas Day, and Good Friday excepted.

9. What charge do you make for demurrage of waggons?

3*s.* per waggon per day.

Midland Great Western Railway of Ireland.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

All rolling stock belongs to this company.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, in companies' waggons.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions. — See reply 18.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — Each company delivers at the junction of the other company. A load less than two tons is transhipped. A waggon with more than two tons is sent through to destination of its contents.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster		Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge.								
Alkali										
Alum and alum cake										
Anchors										
Asphaltum										
Asphalte apparatus *when sent with asphalte.*										
Axles, wheels, and tyres, *railway*										
Axles, *Bessemer made*										
Axles, wheels, and tyres, *steel, at owner's risk.*										
Baggage, *military*										
Bar wood	No traffic.									
Bark (tanners'), *packed*										
Barley	1*s.* 6*d.*	5 tons	12 miles	·83*d.*	·83*d.*					
Barytes	No traffic.									
Baywood										
Beans	1*s.* 6*d.*	5 tons	12 miles	·83*d.*	·83*d.*					
Bessemer made shot	No traffic.									
Bessemer made armour plates										
Bessemer made rails		Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge.	No traffic.			Included in the rates.				
Bessemer made ingots										
Bessemer made rough forgings										
Bleaching powder										
Blocks, *rough, cast steel horn*										
Bone ash										
Bone and horn waste, *in truck loads*										
Bones, *calcined*										
Bones, *common, for size or manure*	2*s.* 6*d.*	8 cwt.	20 miles	1½*d.*	1½*d.*					
Borings, *iron*	No traffic.									
Bran	1*s.* 6*d.*	5 tons	12 miles	·83*d.*	·83*d.*					
Brimstone										
Builders' implements, *ladders, planks, scaffold poles, &c.*	No traffic.									
Burr stones										
Cannon balls										
Cement	2*s.* 6*d.*	8 cwt.	20 miles	1½*d.*	1½*d.*					
Cement stone	No traffic.									
Chains, *large, loose*										
Chalk		Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge.	No traffic.							
Charcoal, *packed*										
Charcoal, *animal*										
Charubs or locusts, *actual weight*										
Chimney pots, *earthenware, at owner's risk.*	2*s.* 6*d.*	8 cwt.	13 miles	2·25*d.*	2·25*d.*					

Midland Great Western Railway of Ireland.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.		Miles.							
China clay	No traffic.									
Clay retorts, *at owner's risk*										
Clog blocks, *rough*										
Coal dust, *in bags and casks*										
Coal tar and creosote, *in owner's trucks.*										
Cocoa nut refuse, *for manure*										
Copperas										
Copper ore										
Cordwood, *machine weight*										
Cullet, *in casks*										
Dari										
Deals, 2½ *tons per standard, measuring* 13 *feet.*	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Dills	—	Any quantity that at tonnage rates would not produce 9*d.*, the Company's minimum charge.								
Disinfecting powder	—									
Drain pipes	2 6	8 cwt.	13	2¼*d.*	2¼*d.*					
Earth nuts	No traffic.									
Emery stone										
Farina										
Felloes, naves, and spokes										
Fire-clay, chimney cans, *at owner's risk.*	2 6	8 cwt.	13	2·25*d.*	2·25*d.*					
Fire-clay vent linings, *at owners' risk.*	2 6	8 cwt.	13	Do.	Do.					
Fire-clay ware, *not otherwise specified, at owner's risk.*	2 6	8 cwt.	13	Do.	Do.					
Fire-wood, prepared, and fire-lighters, *in truck loads of* 3 *tons and upwards.*	No traffic.									
Flints										
Flint, ground, *packed, in truck loads of* 3 *tons and upwards.*										
Flooring boards	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Flour	1 6	5 tons	12	·83*d.*	·83*d.*					
Founders' dust, *packed*	No traffic.									
Fullers' earth										
Fustic										
Gas and coal tar, and creosote, *in owner's trucks.*	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 6	Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge 8 cwt.	13	2¼*d.*	2¼*d.*	Included in rates.				
Gas water	No traffic.									
Glue pieces, *wet*										
Grains, *brewers' and distillers'*										
Grain, flour, &c., (*see separate entries*)	1 6	5 tons	12	·83*d.*	·83*d.*					
Grindstones, *at owner's risk*	No traffic.									
Guano	1 6	5 tons	12	Do.	Do.					
Gurdgeons	No traffic.									
Gypsum	1 6	5 tons	12	Do.	Do.					
Hominy	No traffic.									
Hoopwood, *rough, in bundles*										
Ice, *in 4 ton lots* (*weight taken at starting point.*)										
Indian corn	1 6	5 tons	12	Do.	Do.					
Boiler plates, bars, and other undamageable iron.	No traffic.									
Forgings, *in the rough, not otherwise specified.*										
Iron retorts	2 6	8 cwt.	13	2¼*d.*	2¼*d.*					
Scrap iron	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Iron spikes	No traffic.									
Lead ore	No traffic.	Any quantity that at tonnage rates would not produce 9*d.*, the company's charge.								
Lathwood										
Lead, *pig*										
Leather shavings, *for manure*										
Mahogany										
Malt and meal	1 6	5 tons	12	·83*d.*	·83*d.*					
Malt culms, *actual weight*	No traffic.									
Manganese										
Manures *packed*	1 6	5 tons	12	Do.	Do.					
Manure, *shoddy*	No traffic.									
Millet										
Muriate of potash										
Nitrate of soda										
Oats	1 6	5 tons	12	Do.	Do.					
Ochre	No traffic.									
Oil cake	1 6	8 cwt.	20	1½*d.*	1½*d.*					
Oil cake, *ground*	No traffic.	Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge.								
Paddy or rice, *in the husk*										
Points and crossings, *railway*										
Patent fuel										

Midland Great Western Railway of Ireland.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.		Miles.							
Peas, *dried*	2 6	8 cwt.	13	2¼*d.*	2¼*d.*	Included in rates.				
Pelts, *wet*	2 6	8 cwt.	13	2·25*d.*	2·25*d.*					
Pipe clay	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Plaster	2 6	8 cwt.	20	Do.	Do.					
Pollard	1 6	5 tons	12	·83*d.*	·83*d.*					
Posts and rails *for fencing*	No traffic.									
Postwood, *machine weight*										
Pozzolano										
Propwood, *machine weight*	1 6	5 tons	18	1*d.*	1*d.*					
Sleepers, *railway, machine weight*	1 6	6 tons	18	Do.	Do.					
Rice, flour, and meal	1 6	5 tons	12	·83*d.*	·83*d.*					
Ropes, *old, including wire ropes*	No traffic.									
Rye	1 6	5 tons	12	Do.	Do.					
Sago flour	No traffic.									
Salt, *in bags, marine*	1 6	5 tons	12	Do.	Do.					
Salt, *manufactured*	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Salt cake	No traffic.	Any quantity that at tonnage rates would not produce 9*d.* the company's minimum charge.								
Sanitary tubes										
Sash weights										
Satin white										
Sawdust										
Seeds, flax	2 6	8 cwt.	20	Do.	Do.					
Seeds, linseed	2 6	8 cwt.	20	Do.	Do.					
Seeds, rape	2 6	8 cwt.	20	Do.	Do.					
Seeds *for crushing for oil*	2 6	8 cwt.	20	Do.	Do.					
Sharps	1 6	5 tons	12	·83*d.*	·83*d.*					
Shelling	1 6	5 tons	12	Do.	Do.					
Soda	2 6	8 cwt.	13	2¼*d.*	2¼*d.*					
Soda ash	2 6	8 cwt.	20	1½*d.*	1½*d.*					
Soot	No traffic.									
Spelter										
Spetches, *wet*										
Staves	2 6	8 cwt.	13	2·25*d.*	2·25*d.*					
Steel plates *for shipbuilding*	No traffic.									
Stone, *roughly wrought up—as troughs, sinks, &c.*	2 6	Any quantity that at tonnage rates would not produce 9*d.*, the company's minimum charge 8 cwt.	20	1½*d.*	1½*d.*					
Tares	1 6	5 tons	12	·83*d.*	·83*d.*					
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	2 0	5 tons	20	1·25*d.*	1·25*d.*					
Timber, *logs or baulks, by measurement under 13 feet*	2 6	8 cwt.	20	1½*d.*	1½*d.*					
over 13 feet	2 6	8 cwt.	13	2¼*d.*	2¼*d.*					
Tyres (*see axles and wheels*)	No traffic.									
Umber										
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, watercress, and all others, except as under.*	1 6	5 tons	12	·83*d.*	·83*d.*					
Vegetables *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*										
Vetches	2 6	8 cwt.	13	2¼*d.*	2¼*d.*					
Wheat	1 6	5 tons	12	·83*d.*	·83*d.*					
Wheels, *railway (see axles)*	No traffic.									
Whiting	2 6	8 cwt.	20	1½*d.*	1½*d.*					

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — 25 per cent. off seaport points to meet competitive traffic.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — Company's risk, except under agreement.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — According to the terms of our Time Tables.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — Forty-eight hours.

9. What charge for warehousing is made after the period has expired? —
1st class, 3*s.* (per day or part of a day) per waggon.
2nd ,, 6*d.* per ton per week.
3rd ,, 9*d.* ,, ,,
4th ,, 1*s.* ,, ,,
5th ,, 1*s.* 6*d.* ,, ,,
6th ,, 2*s.* ,, ,,

10. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

Midland Great Western Railway of Ireland.—Inquiry No. 2.—*continued.*

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Each company delivers at the Junction with the other company; a load less than two tons is transhipped; a waggon with more than two tons is sent through to destination of its contents.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts. If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried? — No.

b. Or how otherwise? — No.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge of Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and if so, at what Rates?
			s. d.	Miles.	*d.*						
Acetate of lime, *in casks*			2 6	13	2¼						
Acetate of soda			2 6	13	2¼						
Acetic acid, *in casks*			2 6	13	2¼						
Ale and porter, *in casks*			2 6	13	2¼						
Ammonia, *in casks or iron drums.*			—	—	—						
Antimony ore			—	—	—						
Anvils			2 6	13	2¼						
Apples			2 6	13	2¼						
Argols			—	—	—						
Arm and share moulds			—	—	—						
Ashes, *pot and pearl*			2 6	13	2¼						
Asphalte apparatus, *when not sent with asphalte.*			—	—	—						
Bagging, *Surat*			—	—	—						
Barilla			2 6	13	2¼						
Biscuit			—	—	—						
Blubber			—	—	—						
Blocks, *bobbin*			—	—	—						
Boilers, *under 30 feet long*			15 0	20	1½						
Bomb shells (not loaded)			—	—	—						
Bone and horn waste, *in less quantities than 3 tons.*			—	—	—						
Bones, *packed*			2 6	20	1½						
Bottles, *black and green, or common glass.*			2 6	20	1½						
Broom and brush blocks			—	—	—						
Buffers, *railway*			—	—	—						
Canada plates			—	—	—						
Cannon			—	—	—						
Capstan bars			—	—	—						
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*	One shilling. From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100 miles, 1s. 6d.		Light. 2 6 Heavy. 2 6	10 13	3 2¼	Nil.		This company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.		
Cattle food, *prepared*			2 6	20	1½						
Chicory root			—	—	—						
Cider, *in casks*			2 6	13	2¼						
Clay retorts, at company's risk.			—	—	—						
Clog soles, *dressed*			2 6	13	2¼						
Clothes pegs, *packed*			—	—	—						
Clover seed, *at owner's risk.*			2 6	13	2¼						
Cobalt ore			—	—	—						
Cocoa nut fibre or husk			—	—	—						
Cocoa nut matting			2 6	13	2¼						
Cotton wool			—	—	—						
Crowbars			—	—	—						
Cutch			—	—	—						
Divi divi			—	—	—						
Doors, *in cases*			Joiners' work. 2 6	10	3						
Dyewoods, *not elsewhere specified.*			2 6	13	2¼						
Earthenware, *loose, at owner's risk, not less than 1 ton.*			2 6	13	2¼						
Earthenware bottles			—	—	—						
Epsom salts, *in casks*			2 6	13	2¼						
Esparto or Spanish grass, *not less than 2 tons per waggon.*			—	—	—						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
			s. d.	Miles.	*d.*						
Farina, *calcined*	One shilling.	From 1 to 50 mil 1s.; 50 to 100, 1s. 3d.; over 100 miles, 1s. 6d.	—	—	—	Nil.		This company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.		
Fish, *i.e.*, thoroughly cured white herrings *in brine,*			2 6	20	1½						
Flint, *ground, packed, under 3 tons.*			—	—	—						
Fustic, *ground or chipped*			—	—	—						
Gambier			—	—	—						
Gasometer sheets			—	—	—						
Gooseberries, *unripe*			—	—	—						
Grain and flour, &c., viz.:—			5 Ton lots.								
Groats			1 6	12	·83						
Pearl barley			2 6	13	2¼						
Pot barley			—	—	—						
Shudes			—	—	—						
Granite, *polished and dressed, in blocks.*			2 6	20	1½						
Grease			2 6	13	2¼						
Greaves			2 6	20	1½						
Grindstones, *at company's risk.*			2 6	13	2¼						
Gunny bags, *old*			—	—	—						
Gun stocks, *rough*			—	—	—						
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			2 6	13	2¼						
Hoofs and horns, *cow and ox, packed.*			2 6	20	1½						
Hoops, wood and iron			2 6	20	1½						
Horn tips, *packed*			2 6	20	1½						
Ice, *packed*			2 6	10	3						
Ink, *in crates or casks*			2 6	13	2¼						
Iron bolts			2 6	20	1½						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			15 0	20	1¼						
Iron buoys, buckets, and cisterns.			—	—	—						
Iron, corrugated			—	—	—						
Iron cranework, *of plates in parts, not exceeding 30 feet.*			—	—	—						
Iron, galvanized			2 6	13	2¼						
Iron girders, *not exceeding 15 feet in length.*			2 6	13	2¼						
Iron hoops, sheets, or other damageable iron.			2 6	13	2¼						
Iron horse shoes and horse shoe bars.			2 6	20	1¼						
Iron masts, *ships, minimum, one ton per waggon.*			—	—	—						
Iron nails			2 6	20	1½						
Iron nuts			2 6	20	1½						
Iron rivets			2 6	20	1½						
Iron rolls, *cast or wrought, polished, packed or in bags, at owner's risk.*			—	—	—						
Iron shoe tips			2 6	13	2¼						
Iron spoutings and connexions, *at owner's risk.*			2 6	13	2¼						
Iron studs			2 6	20	1½						
Iron staples			2 6	20	1½						
Iron tubing			2 6	13	2¼						
Iron washers			—	—	—						
Iron weights, *for weighing.*			—	—	—						
Iron wire, *not damageable*			2 6	20	1½						
Iron wire, *galvanized*			2 6	20	1½						
Jute			—	—	—						
Keys, *railway, wooden*			—	—	—						
Lancewood spars			—	—	—						
Laths, *in bundles*			2 6	13	2¼						
Lead ashes, *in bags*			—	—	—						
Lead, sheet and piping			2 6	13	2¼						
Lead, *red and white*			—	—	—						
Lime salt			—	—	—						
			5 Tons.								
Linseed meal			1 6	12	·83						
Litharge			—	—	—						
Logwood, *ground or chipped.*			2 6	13	2¼						
Marble, *in blocks*			2 6	13	2¼						
Metal *sheathing, new or old.*			—	—	—						
Millboards			—	—	—						
Molasses			2 6	13	2¼						
Muriate of iron, *in casks*			—	—	—						
Mustard seed, *for grinding.*			—	—	—						
Myrobolans			—	—	—						
Nickel ore			—	—	—						
Nitrate of lead											
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut											
Cod											
Cotton seed											
Lard											
Linseed			2 6	13	2¼						
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
			s. d.	Miles.	*d.*						
Onions, *in brine, in ton lots.*	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100 miles, 1*s.* 6*d.*	—	—	—	Nil.	No.	This company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.			
Osiers and twigs, *green and wet.*			2 6	13	2¼						
Paper, coarse, *for wrapping goods or printing newspapers.*			2 6	13	2¼						
Paper, *waste*			2 6	20	1½						
Paraffin *wax*			—	—	—						
Pasteboard			—	—	—						
Pears, *common*			2 6	10	3						
Perry, *in casks*			—	—	—						
Pitch			2 6	13	2¼						
Pumice stone			—	—	—						
Putty			2 6	13	2¼						
Quercitron bark			—	—	—						
Rags			2 6	20	1½						
Railway springs			—	—	—						
Rice			2 6	13	2¼						
Rosin			2 6	13	2¼						
Rottenstone			—	—	—						
Saltpetre			2 6	13	2¼						
Scrap steel			—	—	—						
Seal skins, *wet and salted*			—	—	—						
Seeds, *agricultural, at owner's risk.*			2 6	13	2¼						
Sheep skins, *in casks*			2 6	13	2¼						
Sheep wash, *in casks*			2 6	20	1½						
Shovel moulds			—	—	—						
Shumac			2 6	13	2¼						
Silicate of soda			—	—	—						
Size, *in casks*			—	—	—						
Skins, *in casks*			2 6	13	2¼						
Slate slabs, *not in cases, at owner's risk.*			2 6	13	2¼						
Slate slabs, *in cases*			2 6	20	1½						
Soap			2 6	13	2¼						
Spade trees			—	—	—						
Split peas			2 6	13	2¼						
Stannite of soda			—	—	—						
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons,*			—	—	—						
Stearine			—	—	—						
Steel, *blistered*			2 6	20	1½						
Stone, *carved, for building purposes, at owner's risk.*			2 6	20	1½						
Sugar (*raw or refined*), *in casks and bags.*			2 6	13	2¼						
Sulphate of alumina			—	—	—						
Sulphate of copper			—	—	—						
Sulphate of soda			—	—	—						
Sulphate of zinc			—	—	—						
Syrup			—	—	—						
Tallow			2 6	13	2¼						
Tar			2 6	13	2¼						
Terra japonica			—	—	—						
Tiles, *ornamental, encaustic, and tesselated.*			2 6	10	3						
Tiles, *roofing, ridge, paving* (*quarries*), *at company's risk, 5 ton lots. less*			2 0	20	1¼						
Tin, *in blocks, ingots, and boxes.*			2 6	—	1½						
Treacle			—	—	—						
Turntables, *in parts*			2 6	13	2¼						
Valonia			—	—	—						
Vegetables, 1 *ton and under 3 tons, including all kinds except as follows :—*			—	—	—						
Vegetables, viz. :— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			2 6	20	1½						
Verjuice, *in casks*			—	—	—						
Vinegar, *in casks*			2 6	13	2¼						
Vitriol stone			—	—	—						
Washing powder and paste.			—	—	—						
Woad			—	—	—						
Wood acid, *in casks*			—	—	—						
Woods, viz. :—			—	—	—						
Boxwood			—	—	—						
Camwood			—	—	—						
Cedar			—	—	—						
Ebony			—	—	—						
Firewood, *prepared, less than 3 tons.*			—	—	—						
Lignum vitæ			—	—	—						
Lima wood			—	—	—						
Maple			—	—	—						
Nicaragua			—	—	—						
Rose wood			—	—	—						
Sapan wood			—	—	—						
Satin wood			—	—	—						
Snake wood			—	—	—						
Tulip wood			—	—	—						
Walnut wood			—	—	—						
Zebra wood			—	—	—						
Other furniture woods not specified.			—	—	—						
Zinc, *ingots, &c.*			2 6	13	2¼						
Zinc-white, or oxide of zinc			—	—	—						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Agricultural machines and implements, *in cases, at owner's risk.*	One Shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 200 miles, 1s. 6d.	2 6	6½	1½	Nil.	—	This Company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.	—	—
Air stoves			2 6	10	3						
Albumen			—	—	—						
Ale and porter, *bottled, in cases and casks.*			2 6	13	2¼						
Do., in hampers			2 6	10	3						
Alkanet root			—	—	—						
Alizaine			—	—	—						
Aloes *in casks*			—	—	—						
Alva marina or dry sea weed, *for upholsterers' purposes.*			2 6	13	2¼						
Annatto			—	—	—						
Archil			—	—	—						
Arrowroot			2 6	13	2¼						
Arsenic			—	—	—						
Bacon and hams, *packed*			2 6	13	2¼						
Bagging			2 6	13	2¼						
Baking powder			—	—	—						
			as 3 tons.								
Bark, *tanners', loose*			7 6	13	2¼						
Bass mats			2 6	13	2¼						
Bedsteads, *common wood*			2 6	6½	4½						
Bedsteads, *iron, in cases or bundles.*			2 6	10	3						
Beef, *in casks*			2 6	13	2¼						
Besoms, *birch*			—	—	—						
Bichrome			—	—	—						
Biscuit, *ship*			2 6	13	2¼						
Blacking			2 6	13	2¼						
Black lead			2 6	13	2¼						
Bladders, *in casks*			—	—	—						
Boilers, *under 1 ton in 1 waggon.*			2 6	20	1½						
Boilers, 30 *feet and under 45 feet.*			—	—	—						
Bone flats			—	—	—						
Bones, *loose, other than for size or manure.*			—	—	—						
Boracic acid			—	—	—						
Borax			—	—	—						
Brass			2 6	10	3						
Brass *scrap*			—	—	—						
Brass wire			2 6	10	3						
Bread			2 6	10	3						
Bricks, *Bath or Flanders*			2 6	20	1½						
Broom and mop handles			2 6	13	2¼						
Buckles, *brass*			—	—	—						
Bump			—	—	—						
Butter, *in casks or boxes*			2 6	13	2¼						
Camata			—	—	—						
Camatina			—	—	—						
Canary seed			2 6	10	3						
Candles, *except wax*			2 6	13	2¼						
Candlewick			2 6	13	2¼						
Canvas			2 6	13	2¼						
Cardamoms, *in casks*			—	—	—						
Carpeting			2 6	10	3						
Caraway seed			2 6	13	2¼						
Carriage and cart springs, axles, and steps.			2 6	13	2¼						
Catsup, *in casks*			—	—	—						
Chain harrows			2 6	6½	4½						
Chains and traces, *in casks*			2 6	13	2¼						
Chains, *small, not exceeding ¾ inch, loose.*			—	—	—						
Cheese, *packed*			2 6	10	3						
Chicory, *prepared*			2 6	10	3						
Chimney pots, *earthenware, at company's risk.*			2 6	10	3						
China, *in casks or crates*			2 6	6½	4½						
Chocolate			—	—	—						
Cider, *bottled, in cases, casks, or hampers.*			2 6	13	2¼						
Clod crushers			2 6	6½	4½						
Clover seed, *at company's risk.*			2 6	13	2¼						
Cocoa			2 6	13	2¼						
Cocoa nuts			—	—	—						
Codilla			—	—	—						
Coffee			2 6	13	2¼						
Confectionary, *in hogsheads*			2 6	13	3						
Copper			2 6	10	3						
Copper coin			2 6	10	3						
Copper *scrap*			—	—	—						
Cordage			2 6	13	2¼						
Coriander seed			—	—	—						
Cotton twist			—	—	—						
Cotton waste			2 6	13	2¼						
Cranberries			—	—	—						
Cranework *of wood, and damageable iron, in parts.*			—	—	—						
Crematine			—	—	—						
Crucibles, *at owner's risk*			—	—	—						
Cudbear			—	—	—						
Currants, *grocers'*			2 6	13	2¼						
Dates			2 6	10	3						
Disinfecting fluid, *in casks or tins.*			—	—	—						
Drugs, *in casks or bales*			2 6	10	3						
Drysalteries, *not elsewhere specified, in casks.*			2 6	13	2¼						
Dyes, *liquid, in casks*			2 6	13	2¼						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Earthenware, *in casks and crates.*			2 6	13	$2\frac{1}{4}$						
Edge tools			—	—	—						
Eggs, *in crates or boxes*			2 6	10	$2\frac{1}{2}$						
Emery			—	—	—						
Emery paper			—	—	—						
Engines, *steam, portable, weighing 3 tons and upwards.*			—	—	—						
Felspar			—	—	—						
Felt			—	—	—						
Figs			2 6	10	3						
Files			—	—	—						
Filters, stoneware			—	—	—						
Fire-clay ware, *at company's risk, viz.:—*			2 6	13	$2\frac{1}{4}$						
Chimney cans, vent linings, and other fire-clay ware *unspecified.*											
Fire engines, *steam or otherwise, 3 tons or upwards.*			—	—	—						
Fish:—											
Thoroughly cured red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*	One Shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100 miles, 1*s.* 6*d.*	2 6	20	$1\frac{1}{2}$	Nil.	No.	This company does not collect or deliver at country stations. 1*s.* 3*d.* per ton is charged at Dublin.			
Shellfish, *at owner's risk*			2 6	10	3						
Cockles											
Limpets											
Mussels											
Periwinkles											
Whelks											
Flax, *in bales*			2 6	13	$2\frac{1}{4}$						
Do., *loose*			2 6	10	3						
Flax straw, *at owners risk; 30 cwt. per waggon minimum.*			—	—	—						
Flax waste			2 6	13	$2\frac{1}{4}$						
Flocks			—	—	—						
Forges, *portable*			—	—	—						
Frying pans			2 6	10	3						
Garancine			—	—	—						
Ginger			—	—	—						
Ginger beer			2 6	20	$1\frac{1}{2}$						
Glass beads, *in casks or cases.*			—	—	—						
Glass, flint, *at sender's risk*			2 6	10	3						
Glass, crown, *in boxes and crates, at sender's risk.*			2 6	10	3						
Glass, window and rough plate, *at sender's risk.*			2 6	10	3						
Glue			2 6	13	$2\frac{1}{4}$						
Glue pieces, *dry*			2 6	13	$2\frac{1}{4}$						
Goat's hair			2 6	13	$2\frac{1}{4}$						
Granilla			—	—	—						
Granite, *polished and dressed, in cases.*			2 6	20	$1\frac{1}{2}$						
Grapes, foreign, *as imported, at owner's risk.*			2 6	10	3						
Guns, *of all sorts*			2 6	13	$2\frac{1}{4}$						
Gun barrels, *rough*			—	—	—						
Gutta percha, *unmanufactured.*			2 6	13	$2\frac{1}{4}$						
Hair, *plasterers'*			2 6	13	$2\frac{1}{4}$						
Hammer heads			—	—	—						
Hammer shafts			—	—	—						
Hardware			2 6	13	$2\frac{1}{4}$						
Hay, *hydraulic pressed*			—	—	—						
Hay—*station to station, at owner's risk*—30 *cwt. per waggon, minimum.*	2 tons to each waggon.		2 6	10	3						
Hearth rugs			—	—	—						
Hemp			2 6	13	$2\frac{1}{4}$						
Hemp seed			—	—	—						
Hemp warps, *packed*			—	—	—						
Hides, kips, and sheepskins, *green or market at owner's risk.*		From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100 miles, 1*s.* 6*d.*	2 6	13	$2\frac{1}{4}$						
Hoes			—	—	—						
Hogsheads, *not being returned empties.*			2 6	10	3						
Hoofs and horns, *cow and ox, loose.*			2 6	13	$2\frac{1}{4}$						
Horn tips, *loose*			—	—	—						
Hurdles, *iron or wood*			2 6	13	$2\frac{1}{4}$						
Ice, *loose*			—	—	—						
India-rubber			—	—	—						
Iron buckles			—	—	—						
Iron hinges			—	—	—						
Iron holloware, *in hogsheads.*			—	—	—						
Iron liquor			—	—	—						
Iron palisades			—	—	—						
Iron safes			2 6	13	$2\frac{1}{4}$						
Iron screws			—	—	—						
Iron spears			—	—	—						
Iron wire, *bright*			2 6	13	$2\frac{1}{4}$						
Ivory black			—	—	—						
Japan and tin ware, *in casks or cases.*			2 6	10	3						
Kelp			2 6	13	$2\frac{1}{4}$						
Lac, *of all sorts*			—	—	—						
Lard, *in casks, boxes, and tins.*			2 6	13	$2\frac{1}{4}$						
Lasts, *packed*			2 6	13	$2\frac{1}{4}$						
Leather, *undressed*			2 6	13	$2\frac{1}{4}$						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Lemonade	One Shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100 miles, 1s. 6d.	2 6	20	1½	Nil.		This company does not collect or deliver at country stations. 1s. 3d. per ton is charged at Dublin.	No.		
Lemons			2 6	10	3						
Lemon juice			—	—	—						
Lemon peel, *in casks*			2 6	10	3						
Locks			—	—	—						
Locomotive tubes			—	—	—						
Machinery, *heavy*			2 6	10	3						
Madders			2 6	13	2¼						
Malt crushers			—	—	—						
Marble, *in cases*			2 6	10	3						
Marble, *sawn into slabs, but cemented together.*			—	—	—						
Mastic			—	—	—						
Matches, *wood splints for, packed.*			—	—	—						
Matchetts			—	—	—						
Mats and matting (*except cocoa-nut matting*).			2 6	13	2¼						
Mexican fibre			—	—	—						
Millstones			2 6	10	3						
Mineral water, *in casks*			2 6	20	1½						
Mohair			—	—	—						
Moss, *in bales*			2 6	13	2¼						
Mungo			—	—	—						
Munjeet			—	—	—						
Naphtha, *in casks or iron drums.*			Special agreement.								
Netting, *fishing and garden, in bales.*			2 6	10	3						
Nickel			—	—	—						
Nuts			2 6	13	2¼						
Oakum			2 6	13	2¼						
Oils, *in casks and iron drums, not otherwise specified.*			2 6	13	2¼						
Old clothes			2 6	13	2¼						
Onions, *in brine, less than 1 ton.*			—	—	—						
Oranges			2 6	10	3						
Orchilla weed			—	—	—						
Osiers and twigs, *brown*			2 6	13	2¼						
Osnaburgs			—	—	—						
Oxalic acid			—	—	—						
Paints and colours, *in casks*			2 6	13	2¼						
Palm leaves			—	—	—						
Paper hangings			2 6	10	3						
Pearl shells			—	—	—						
Pelts, *dry*			2 6	10	3						
Perry, *bottled, in casks, casks or hampers.*			—	—	—						
Piassava			—	—	—						
Picker bends			—	—	—						
Pins, *metal, in boxes*			—	—	—						
Pipes, *empty, not being returned empties.*			2 6	10	3						
Pork, *in casks*			2 6	13	2¼						
Prussiate of potash			—	—	—						
Potatoes, *preserved*			—	—	—						
Powder blue			2 6	13	2¼						
Printing machines, *at owner's risk.*			2 6	10	3						
Provisions, *salt*			2 6	13	2¼						
Prunes			—	—	—						
Puncheons, *new, empty*			2 6	10	3						
Quicks, shrubs, and trees			2 6	13	2¼						
Rabbit skins, *undressed*			—	—	—						
Raisins			2 6	13	2¼						
Ridges, *not declared at owner's risk.*			—	—	—						
Ropes, *new*			2 6	13	3¼						
Sad irons			2 6	13	2¼						
Safety boxes			—	—	—						
Safflower			—	—	—						
Sago			2 6	13	2¼						
Sal ammoniac			—	—	—						
Sand paper			—	—	—						
Sarsaparilla			—	—	—						
Sassafras			—	—	—						
Saws			—	—	—						
Screw jacks			—	—	—						
Screws			—	—	—						
Scythe stones, *loose, at owner's risk.*			2 6	13	2¼						
Scythe stones, *packed*			2 6	13	2¼						
Seeds, *agricultural at company's risk.*			2 6	13	2¼						
Sheeps' guts, *in casks*			—	—	—						
Shoddy			—	—	—						
Shoe pegs			—	—	—						
Shot, *small, in bags*			2 6	13	2¼						
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon.*			—	—	—						
Silk waste			—	—	—						
Sink traps			—	—	—						
Sizing			—	—	—						
Slates, *writing*			—	—	—						
Slate pencils			—	—	—						
Smalts			—	—	—						
Soda water			2 6	20	1½						
Soldiers' clothing			2 6	10	3						
Spades and shovels, *iron*			2 6	13	2¼						
Spetches, *dry*			—	—	—						
Spirit of tar, *in casks or iron drums.*			—	—	—						
Starch			2 6	13	2¼						
Steam ploughs and machinery attached, *when weighing 3 tons or more.*			—	—	—						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Steel bars and bundles	One shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100 miles, 1s. 6d.	2 6	20	1½	Nil.		This company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.		
Stone blue			—	—	—						
Stone, *carved for builders' purposes, at company's risk.*			2 6	20	1½						
Sugar, *lump, loose*			2 6	10	3						
Sugar mills			2 6	10	3						
Sugar moulds and pans			—	—	—						
Sugar of lead			—	—	—						
Tarpaulings			3 0	13	2¼						
Tartaric acid			—	—	—						
Terra cotta casts			—	—	—						
Tincal			—	—	—						
Tinfoil			—	—	—						
Tin scrap			—	—	—						
Tin ware, *in casks or cases*			2 6	10	3						
Tobacco, *leaf*			2 6	10	3						
Tow			—	—	—						
Trenails			—	—	—						
Turmeric			—	—	—						
Turpentine, *in casks*			2 6	10	3						
Twine			2 6	13	2¼						
Type, *old*			2 6	10	3						
Umbrella stretchers			—	—	—						
Varnish, *in casks and iron drums.*			2 6	10	3						
Vegetables, *above 3 and under 20 cwts., minimum charge 3 cwts.*			—	—	—						
Vegetable ivory			—	—	—						
Vegetable wax			—	—	—						
Verdigris			—	—	—						
Vices			—	—	—						
Washers			—	—	—						
Weft, *cotton*			—	—	—						
Weighing machines, *small, at owner's risk.*			2 6	10	3						
Weighing machines, *large*			2 6	10	3						
Whetstones			2 6	13	2¼						
Window sashes and mouldings, *at owner's risk.*			2 6	10	3						
Wool			2 6	10	3						
Yarn, *coir or hemp*			2 6	10	3						
Yarn, *linen and cotton, packed.*			2 6	10	3						
Yeast, *in casks*			2 6	10	3						
Yellow berries			—	—	—						
Zinc sheets			2 6	13	2¼						

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.*	One shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100 miles, 1s. 6d.	2 6	6½	4½	Nil.		This company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.		
Almonds, *in shell*			—	—	—						
Aloes, *in hampers or boxes*			2 6	10	3						
Ammonia, *liquid, in carboys*			—	—	—						
Angelica root			—	—	—						
Asparagus			—	—	—						
Bacon and hams, *loose*			2 6	13	2¼						
Bark, *Peruvian*			—	—	—						
Bees' wax			—	—	—						
Bellows			2 6	10	3						
Bells, *of all kinds*			2 6	10	3						
Black beer			—	—	—						
Blankets			2 6	10	3						
Blocks, *ships'*			—	—	—						
Blowing engines			—	—	—						
Boats or cobles, *minimum charge 1 ton per waggon.*			Special Agreement.								
Bobbins			—	—	—						
Boilers, *45 feet and above*			—	—	—						
Books			2 6	10	3						
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*			2 6	10	3						
Bristles			—	—	—						
Brooms			2 6	13	2¼						
Brushes			2 6	10	3						
Buckets and pails			2 6	10	3						
Buckram			—	—	—						
Butter, *in casks and tubs*			2 6	10	3						
Buttons			—	—	—						
Calicoes			2 6	10	3						
Canada stoves			—	—	—						
Candied peel			2 6	10	3						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Canes and rattans, *packed*	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100 miles, 1*s.* 6*d.*	2 6	10	3	Nil.	—	This Company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.	No.	—	—
Cardamoms			—	—	—						
Cards and railway tickets			—	—	—						
Carpet bags			2 6	6½	4½						
Cassia lignea			—	—	—						
Castings, *at company's risk, not otherwise enumerated.*			2 6	10	3						
Castor oil, *in boxes, casks, or iron drums.*			2 6	10	3						
Cheese, *loose*			2 6	10	3						
Clocks, *American and Dutch.*			2 6	3¾	8						
Clogs, *in casks, cases, or boxes.*			2 6	10	3						
Combs			—	—	—						
Confectionery, *in boxes or cases.*			2 6	10	3						
Conservatories and hothouses, *in parts, at owner's risk.*			2 6	10	3						
Copper boilers			—	—	—						
Copper rollers			—	—	—						
Cordials and sweets, *in casks or hampers.*			2 6	10	3						
Corkwood			2 6	10	3						
Cotton slops, *in bales*			—	—	—						
Cotton stays, *in cases*			—	—	—						
Cotton warps, *in bundles*			—	—	—						
Cowries			—	—	—						
Crinoline steel			—	—	—						
Crucibles			—	—	—						
Cutlery			2 6	10	3						
Drugs, *in boxes or hampers*			2 6	10	3						
Drysalteries			2 6	13	2¼						
Fenders			2 6	10	3						
Fire engines — *steam or otherwise — 1 ton and under 3 tons.*			—	—	—						
Fire escapes, *minimum of 1 ton per waggon.*			—	—	—						
Fire irons			2 6	13	2¼						
Fish, viz.—											
Herrings and sprats in any state not otherwise named.			—	—	—						
Kippered salmon. All other fish partially cured, smoked, or dried.			—	—	—						
Shellfish, say—											
Cockles			2 6	10	3						
Limpets			2 6	10	3						
Mussels			2 6	10	3						
Periwinkles, and			2 6	10	3						
Whelks, *at company's risk.*			2 6	10	3						
Oysters			2 6	10	3						
Flannel			2 6	10	3						
Floor cloth, *not exceeding 10 feet in length*			2 6	13	2¼						
French plums			2 6	10	3						
Fruit, *ripe*			2 6	10	3						
Fur off rabbit skins			—	—	—						
Galls			—	—	—						
Gas and water meters			2 6	10	3						
Gelatine			—	—	—						
Glass, *flint and rough plate*			2 6	10	3						
Glass retorts			—	—	—						
Goods, *heavy, not specified*			2 6	10	3						
Grates, *polished, at owner's risk.*			2 6	6½	4½						
Grates, *common*			2 6	10	3						
Groceries, *mixed packages*			2 6	10	3						
Guns and pistols			2 6	6½	4½						
Gutta percha, *manufactured*			2 6	10	3						
Hair, *upholsterers'*			2 6	10	3						
Harness			2 6	10	3						
Hatters' wool			—	—	—						
Hides, kips, and sheepskins, *dry, loose.*			2 6	10	3						
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*			2 6	13	2¼						
Honey			2 6	6½	4½						
Hops			2 6	10	3						
Hosiery			2 6	10	3						
India-rubber goods			2 6	10	3						
Indigo			2 6	6½	4½						
Ink, printers'			2 6	13	2¼						
Iron girders, *exceeding 15 feet in length.*			—	—	—						
Iron pots, *loose*			2 6	10	3						
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			—	—	—						
Iron spoutings and connexions, *at company's risk.*			2 6	13	2¼						
Iron trays			—	—	—						
Iron wire fencing			2 6	20	1½						
Japan and tin ware, *in hampers or crates.*			2 6	10	3						
Joiners' work, *not elsewhere specified.*			2 6	10	3						
Kamptulicon			—	—	—						
Knife cleaners			—	—	—						
Lamp black			2 6	13	2¼						
Lard, *in casks and tubs*			2 6	13	2¼						
Leather, *dressed*			2 6	13	2¼						
Linens, *in bales, boxes, cases, packs and trusses.*			2 6	10	3						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Mile.	*d.*						
Liquorice	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100 miles, 1*s.* 3*d.*; over 100 miles, 1*s.* 6*d.*	—	—	—	Nil.		This Company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.	No.		
Lithographic stones, *at owner's risk.*			—	—	—						
Looms, *at owner's risk*			—	—	—						
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			2 6	10	3						
Mangles, *at owner's risk*			2 6	10	3						
Mattresses (*when not as household furniture*).			2 6	6½	4½						
Meats, *preserved*			2 6	10	3						
Mineral water, *in boxes or hampers.*			2 6	20	1½						
Muskets, *in cases*			2 6	6½	4½						
Mustard			2 6	13	2¼						
Nails, *copper and brass*			2 6	20	1½						
Oil and varnish, *in basketed tins.*			2 6	10	3						
Oilcloth table covers			2 6	3	2¾						
Organs and organ work, *loose, at owner's risk.*			2 6	6½	4½						
Osiers and twigs, *white*			2 6	13	2¼						
Ovens, *common*			2 6	10	3						
Paints and colours, *in hampers and boxes.*			2 6	13	2¼						
Paper, *fine, writing, blotting, tissue, and fancy.*			2 6	10	3						
Pens, *steel, from makers*			—	—	—						
Pepper			2 6	13	2¼						
Phosphorus, *in tins, hermetically sealed.*			—	—	—						
Pickles			2 6	10	3						
Pimento			—	—	—						
Plumbago			—	—	—						
Rabbit skins, *dressed*			—	—	—						
Reeds and rushes, *packed*			—	—	—						
Refiners' sweepings			—	—	—						
Rugs, *woollen*			—	—	—						
Saddlers' ironmongery			—	—	—						
Saddlery			2 6	10	3						
Ships' sails			2 6	13	2¼						
Sardines			—	—	—						
Scales and scale beams			2 6	10	3						
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			2 6	10	3						
Scythes			2 6	13	2¼						
Seal skins, *dry*			—	—	—						
Shells, *in cases or casks*			—	—	—						
Sickles			2 6	13	2¼						
Silver ore			—	—	—						
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*			—	—	—						
Slate slabs, *not in cases, at company's risk.*			2 6	13	2¼						
Smallwares			—	—	—						
Snuff			2 6	6½	4½						
Scented soap			2 6	10	3						
Spanish juice			—	—	—						
Spermaceti, *in boxes*			—	—	—						
Stags' horns			—	—	—						
Stationery, *general*			2 6	10	3						
Steam engines, *portable, under 3 tons.*			—	—	—						
Sugar candy			2 6	10	3						
Tacks			—	—	—						
Tapes			—	—	—						
Tapioca			—	—	—						
Tea			2 6	10	3						
Tents or marquees—*minimum 1 ton per waggon, where more than one used.*			2 6	10	3						
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*			—	—	—						
Thread, *cotton and linen*			2 6	10	3						
Tobacco, *manufactured, boxes and hogsheads.*			2 6	10	3						
" *otherwise*			2 6	3¾	8						
Tonquin beans			2 6	4	8						
Toys *of all kinds, in cases*			2 6	6½	4½						
Turnery ware			2 6	10	3						
Turpentine, *in basketed tins.*			2 6	10	3						
Ultramarine			—	—	—						
Umbrellas			—	—	—						
Vegetables, *in lots of 3 cwts., or under*			2 6	13	2¼						
Veneers			2 6	6½	4½						
Venetian blinds			—	—	—						
Vinegar, *in cases*			2 6	10	3						
Wadding			—	—	—						
Washing and wringing machines, *at owner's risk.*			2 6	10	3						
Watch glasses			—	—	—						
Whalebone			2 6	10	3						
Wheels, *coach and carriage, at owner's risk*			2 6	10	3						
Window frames, *cast iron*			2 6	10	3						
Wines and spirits, *in casks and cases*			2 6	10	3						
Wines, British, *in casks or hampers.*			2 6	6½	4½						
Yarn, *linen and cotton, loose*			2 6	10	3						
Yarn, *packed in cans*			—	—	—						
Yarn, *woollen and worsted*			2 6	10	3						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What it the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
			s. d.	Miles.	*d.*						
Acetic acid, *in carboys,*	One shilling.	From 1 to 50 miles, 1s.; 50 to 100 miles 1s. 3d.; over 100 miles, 1s. 6d.	—	—	—	Nil.	—	This Company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.	—	—
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*			2 6	6½	4½						
Alabaster ornaments and figures, *packed, at owner's risk.*			2 6	6½	4½						
Almonds, *not in shell*			—	—	—						
Anchovies			—	—	—						
Balloons, *at owner's risk*			—	—	—						
Barèges			—	—	—						
Baskets			2 6	6½	4½						
Bent wood			—	—	—						
Bonnet fronts, *at owner's risk.*			—	—	—						
Book muslin			2 6	10	3						
Boothing or stalling			—	—	—						
Boots and shoes (*including goloshes*), *in hampers.*			2 6	10	3						
Bottles, *white glass*			—	—	—						
Bradford stuff goods			2 6	10	3						
Brass pipes			—	—	—						
Brass tubing (*except locomotive tubes*).			2 6	10	3						
Britannia metal goods			2 6	6½	4½						
Bronze powder			—	—	—						
Busks, *wooden*			—	—	—						
Butter, *in crocks*			2 6	10	3						
Calenders			—	—	—						
Candles, *wax*			2 6	13	2¼						
Canes and rattans, *loose*			2 6	10	3						
Carboys, *new, empty, glass*			2 6	10	3						
Cards for carding machines, *in boxes only.*			2 6	13	2¼						
Carriage bodies, *unfinished* (*minimum* 5 *cwts.*)			—	—	—						
Catsup, *in bottles*			2 6	10	3						
Cheese presses			—	—	—						
Chimney pots, *zinc*			2 6	10	3						
Churns			2 6	10	3						
Clogs, *in hampers*			2 6	10	3						
Cloth caps			2 6	6	4½						
Cosch trimmings			—	—	—						
Cobalt			—	—	—						
Cochineal			—	—	—						
Coffins, *metallic*			—	—	—						
Conservatories and hothouses, *in parts.*			2 6	10	3						
Copper pipes			2 6	10	3						
Copper tubing (*except locomotive tubes*).			2 6	10	3						
Copying presses			2 6	13	2¼						
Corks and bungs			2 6	6	4½						
Drapery			2 6	10	3						
Dyes, *liquid, in hampers or boxes.*			2 6	13	2¼						
Fenders, *at company's risk*			2 6	10	3						
Fire clay ware, vases, and other ornamental productions.			2 6	10	3						
Fish, *salmon, in boxes, prawns, and shrimps.*			2 6	6½	4½						
Floor cloth, *exceeding* 10 *feet long, in case.*			2 6	10	3						
Flower roots, *bulbous*			2 6	6½	4½						
Garden plants, *in baskets mats, or pots.*			2 6	6½	4½						
Garden seats			2 6	13	2¼						
Garden seeds			2 6	10	3						
Gilt mouldings, *in cases*			2 6	6½	4½						
Ginger, *preserved*			—	—	—						
Glass, *crown and window*			2 6	10	3						
Goods, *light, not specified*			2 6	6½	4½						
Granite, *polished and dressed, in slabs.*			2 6	20	1½						
Grapes			2 6	10	3						
Grates, *polished*			2 6	6½	4½						
Gravestones			2 6	10	3						
Handmills			—	—	—						
Hay, *station to station, at company's risk, minimum* 30 *cwts. per waggon.*	2 tons per waggon.		2 6	10	3						
Hay rakes and forks, *in bundles.*			2 6	10	3						
Indigo, extract of			—	—	—						
Ink, *in jars or bottles*			2 6	13	2¼						
Isinglass			2 6	13	2¼						
Juniper berries			—	—	—						
Lamps			2 6	13	2¼						
Lard *in crocks*			2 6	13	2¼						
Lint			—	—	—						
Lithographic stones, *at company's risk.*	One shilling.	From 1 to 50 miles, 1s.; 50 to 100 miles, 1s. 3d.; over 100 miles, 1s. 6d.	—	—	—						
Looms, *at company's risk*			—	—	—						
Luggage, *trunks, &c.*			2 6	6½	4½						
Maccaroni			—	—	—						
Machinery, *light*			2 6	10	3						
Mangles, *at company's risk*			2 6	10	3						
Marble, *in slabs*			2 6	10	3						
Meats, *fresh*			2 6	10	3						
Merinoes			—	—	—						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight.	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Mistletoe	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100, 1*s.* 6*d.*	—	—	—	Nil.	—	This Company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.	No.	—	—
Naphtha, *in tins*			Special Agreement.								
Needles, *in boxes*			—	—	—						
Nutmegs			—	—	—						
Oils, *in cans, jars, and boxes (except castor oil).*			2 6	10	3						
Organs and organ work, *in cases.*			2 6	6½	4½						
Paper trays			—	—	—						
Patterns (*travellers'*)			2 6	6½	4½						
Picture frames			2 6	6½	4½						
Pipes, *smoking*			2 6	6½	4½						
Plated goods			2 6	4	8						
Poppyheads			—	—	—						
Poultry, *dead*			2 6	10	3						
Printing machines, *at company's risk.*			2 6	10	3						
Quicksilver			—	—	—						
Quills			2 6	6½	4½						
Rabbits [*dead*]			2 6	10	3						
Railway carriages, *new, in cases.*			—	—	—						
Reeds and rushes, *loose*			—	—	—						
Shafts, *gig*			2 6	10	3						
Spades and shovels, *wooden.*			2 6	13	2¼						
Silk waste, *dressed or spun*			—	—	—						
Spindles			—	—	—						
Spirit of tar, *in tins*			—	—	—						
Sponge, *in bales*			—	—	—						
Sticks, *walking*			2 6	10	3						
Straw, *minimum charge* 20 *cwts. per waggon.*	2 tons per waggon.		2 6	10	3						
Straw plait	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100, 1*s.* 6*d.*	—	—	—						
Stucco figures, *packed, at owner's risk.*			2 6	4	8						
Tamarinds			—	—	—						
Tarlatans			—	—	—						
Teazles, *imported, packed*			—	—	—						
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*			—	—	—						
Tongues, *animal*			2 6	13	2¼						
Turpentine, *in cans, jars, and boxes.*			2 6	10	3						
Type, *new*			2 6	10	3						
Upholsterers' trimmings			—	—	—						
Varnish, *in tins*			2 6	10	3						
Vermicelli			—	—	—						
Vinegar, *in carboys*			2 6	10	3						
Washing and wringing machines, *at company's risk.*			2 6	10	3						
Wearing apparel, and household linen.			2 6	10	3						
Weighing machines, *small*			2 6	10	3						
Wheels—*coach and carriage wheels, at company's risk.*			2 6	10	3						
Window sashes and mouldings, *at company's risk.*			2 6	10	3						
Wines and spirits, *in hampers.*			2 6	6½	4½						
Wines and spirits, *in jars or bottles containing 2 gallons or less.*			2 6	6½	4½						
Wood acid, *in carboys,*			—	—	—						
Wood patterns, *for castings*			2 6	10	3						
Woollen and worsted goods, not elsewhere specified.			2 6	10	3						
Yeast, *small lots* [owner's risk.]			2 6	10	3						
Yeast, *German*			—	—	—						
Zaffers			—	—	—						

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only:—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Alabaster ornaments and figures, *at company's risk.*	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100, 1*s.* 6*d.*	2 6	4	8	Nil.	—	This Company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.	No.	—	—
Aluminium			—	—	—						
Amber			—	—	—						
Basket carriage and gig bodies, *at owner's risk.*			2 6	6½	4½						
Bath chairs, *packed, at owner's risk.*			2 6	6½	4½						
Billiard tables, slate beds of.			—	—	—						

Midland Great Western Railway of Ireland—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
Bonnet fronts, *at company's risk.*			—	—	—						
Bonnet shapes			2 6	4	8						
Bonnets			2 6	4	8						
Chairs, *new, Windsor, and common.*			Furniture.		—						
China, *in boxes, sender's risk.*			2 6	4	8						
Cigars			2 6	6½	4½						
Cinnamon			2 6	10	3						
Clocks, *English and French,*			2 6	4	8						
Cornice poles			—	—	—						
Crape			2 6	10	3						
Crinolines			—	—	—						
Chandeliers and gaseliers			2 6	4	8						
Elephants' teeth			—	—	—						
Embroidery			2 6	10	3						
Engravings			2 6	4	8						
Feathers			2 6	6½	4½						
Fish, fresh, *all sorts not otherwise specified.*	One shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100, 1s. 6d.	2 6	6½	4½						
Fish, shell, *crabs and lobsters.*			2 6	10	3						
Furniture, *packed in cases and frames.*			2 6	6½	4½						
Furniture *in mats or loose,*			2 6	6½	4½						
Furs			2 6	4	8						
Game			2 6	6½	4½						
Glass, *stained, plate, and shades, at owner's risk.*			2 6	4	8						
Gloves			2 6	10	3						
Hats, *of all kinds*			2 6	4	8	Nil.		This Company does not collect or deliver at country stations. 1s. 6d. per ton is charged at Dublin.	No.		
Ivory			2 6	6½	4½						
Lace			2 6	4	8						
Millinery			2 6	4	8						
Mirrors			2 6	4	8						
Mushrooms			2 6	10	3						
Musical instruments			2 6	4	8						
Organ and organ work, *loose, at company's risk.*			2 6	6¼	4½						
Papier maché goods, *except trays.*			2 6	4	8						
Parchment			—	—	—						
Perambulators, *in cases, crates, and boxes.*	3 cwt.		2 6	6½	4½						
Perfumery			2 6	4	8						
Pianos, *packed*			2 6	4	8						
Pictures			2 6	4	8						
Poultry, *alive*			2 6	6½	4½						
Ribbons			2 6	10	3						
Sewing machines			2 6	6	4½						
Silk, *manufactured*			—	—	—						
Silk, *raw*			2 6	6½	4½						
Sponge, Turkey, *in cases*			—	—	—						
Stucco figures, *packed, at company's risk.*			6 0	4	8						
Teazles			—	—	—						
Tin ware, *loose*	One shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100, 1s. 6d.	2 6	10	3						
Tortoise shell			—	—	—						
Turtle			—	—	—						
Velvet, *silk*			—	—	—						
Ventilators			2 6	10	3						
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*			2 6	6½	4½						

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.	Miles.	*d.*						
			Special Agreement.								
Acids and other highly corrosive articles.	One shilling.	From 1 to 50 miles, 1s.; 50 to 100, 1s. 3d.; over 100, 1s. 6d.	2 6	4	8	Nil.	—	This Company does not collect or deliver at country stations. 1s. 6d. per ton is charged for Dublin.	No.	—	—
Basket carriage bodies and Bath chairs, *at company's risk.*			—	—	—						
Caravans, *showmen's and others.*			—	—	—						
Carriage bodies, *finished, in cases.*			—	—	—						
Railway carriages, on their own wheels.			—	—	—						
Boilers, of unusual dimensions.			—	—	—						

Midland Great Western Railway of Ireland.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Contractors' waggons and materials (*excepting rails and chairs*).	One shilling.	From 1 to 50 miles, 1*s.*; 50 to 100, 1*s.* 3*d.*; over 100, 1*s.* 6*d.*	2*s.* 6*d.*	6½ miles	4½*d.*	Nil.	—	This company does not collect or deliver at country stations. 1*s.* 6*d.* per ton is charged at Dublin.	No.	—	—
Furniture, *in mats or loose.*											
Furniture, *in vans, carts, or frames.*											
Forgings or castings, above 6 tons.			Special Agreement.								
Gunpowder - - -			2*s.* 6*d.*	6½ miles	4½*d.*						
Lucifer matches, and other inflammable articles.											
Locomotive engines and tenders, on their own wheels.											
Petroleum and photogenic oil.											
Railway waggons - -			Do.	4 miles	8*d.*						
Statuary - - -			Do.	13 miles	2½*d.*						
Returned empty packages.											
Small parcels - -											

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — 25 per cent. off for competitive traffic, seaboard points.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — No. Owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — First class, 24 hours. Other classes, 48 hours.

9. What charge for warehousing is made after the period has expired? —
1st class, 3*s.* per waggon per day or part of day.
2nd „ 6*d.* per ton per week or part of a week.
3rd „ 9*d.* „ „ „
4th „ 1*s.* „ „ „
5th „ 1*s.* 6*d.* „ „ „
6th „ 2*s.* „ „ „

10. What charge do you make for demurrage of waggons? — 3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Each company delivers at the junction of the other company. A load less than two tons is transhipped. A waggon with more than two tons is sent through to destination of contents.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

Midland Great Western Railway of Ireland—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Company.	Line of Railway.	Date of Act.
The Midland Great Western Railway of Ireland.	Dublin to Mullingar and Longford -	8 & 9 Vict. c. 119. 21 July 1845.
Do. do.	Liffey Branch and Longford Deviation -	9 & 10 „ 210. 16 July 1846.
Do. do.	Mullingar to Athlone - - -	9 & 10 „ 224. „ „
Do. do.	Athlone to Galway - - -	10 & 11 „ 176. 9 July 1847.
Do. do.	Deviations and Amendments - -	11 & 12 „ 76. 22 July 1848.
Do. do.	Do. do. - -	13 & 14 „ 88. 29 July 1850.
Do. do.	Longford Deviation and Cavan Branch	15 & 16 „ 137. 30 June 1852.
Do. do.	Sligo Extension - - -	20 & 21 „ 77. 27 July 1857.
Do. do.	Streamstown and Clara Junction -	20 & 21 „ 113. 10 August 1857.
Do. do.	Clara Deviation - - -	21 & 22 „ 94. 12 July 1858.
Do. do.	Liffey Branch - - - -	22 & 23 „ 53. 1 August 1859.
Do. do.	Sligo Extension - - -	22 & 23 „ 62. „ „
Great Northern and Western Railway of Ireland.	Athlone to Roscommon and Castlerea -	20 & 21 „ 84. 27 July 1857.
Do. do.	Castlebar Extension - - -	22 & 23 „ 48. 1 August 1859.
Athenry and Tuam Railway - - -	Athenry to Tuam - - -	21 & 22 „ 112. 23 July 1858.

The Grand Canal Company of Ireland.

—	—	Acts of the Irish Parliament.
A.D. 1715.	2 Geo. I. c. 12 - -	Certain persons therein named as undertakers were empowered at their proper cost and charges to make the river Shannon navigable from Limerick to Carrick-drumrusk, with such powers as to valuations, juries, &c., &c., as in said Act particularized, and certain persons or any seven of them were appointed Commissioners to adjust difficulties between these undertakers and the owners of lands. And certain persons were also authorized to make other rivers therein mentioned navigable and to levy tolls and fares, with power to appoint deputies and agents under hand and seal.
1721.	8 Geo. I. c. 6 - -	The quorum of Commissioners reduced to five, and the appointments of deputies and agents to be signed by five Justices of the Peace or Members of Parliament, and a memorial thereof to be entered in the Registry Office.
1729.	3 Geo. II. c. 3 - -	The undertakers were superseded by the appointment of Commissioners for exercising the powers in said former Acts mentioned, and a public fund (viz., certain tillage duties) was thereby appointed and set apart for carrying on the works.
1749.	23 Geo. II. c. 5 - -	The Commissioners in said 2 Geo. I., named, to have the same powers as before for adjusting differences.
1751.	25 Geo. II. c. 10 - -	The Commissioners named in 3 Geo. II. were erected into a body corporate or Board of Inland Navigation (as it was usually called) with a seal and name, and the same powers, &c. as the undertakers and Commissioners in the former Acts mentioned, and to lay out roads, from coal or other mines to the canal, and to make rivers navigable and canals between rivers; the said corporation for promoting inland navigation to have powers to appoint under their seal three of their members to treat for lands to be made use of for the navigations.
1755.	29 Geo. II. c. 10 - -	Empowers the Board of Inland Navigation to appoint persons to treat with the owners of lands and agree with them.
1772.	11 & 12 Geo. III. c. 4 -	The public fund created by 3 Geo. III. continued; and as the method of carrying on inland navigations altogether at the expense of the public was found inconvenient and attended with delay, private subscribers were to be encouraged to undertake such works at their own expense. The Board of Inland Navigation were empowered to transfer the property of a navigation with its soil, banks, houses, tolls, duties, and all other matters appertaining thereunto unto any private company of undertakers willing to carry on such a work.
	11 & 12 Geo. III. c. 25 -	The undertakers for carrying on inland canals or navigations were empowered to take leases for canal purposes of lands and of strips of ground and on red bogs 20 perches on each side of the edge of the canal.
	11 & 12 Geo. III. c. 31 -	Certain subscribers were incorporated by the name of the company of *Undertakers of the Grand Canal* to have perpetual succession and a common seal for carrying on and completing a canal from Dublin to the Shannon, and from such canal to the Barrow, and from Dublin to the Liffey, together with the navigation of the Barrow from its sources to Athy, and such off branches as might be necessary, with such powers as were vested in the Board of Inland Navigation by the former Acts, and to be capable in law to purchase and take lands, &c. and to have power by themselves and their agents, &c. to carry on and complete the canal; and to levy tolls thereon not exceeding 3*d.* per ton per mile for goods and 2*d.* per mile for passengers.
1789.	29 Geo. III. c. 39 -	The company incorporated by 11 & 12 Geo. III. c. 31 are regulated as to the election of directors and to the holding of general meetings, &c.
		Acts of the Parliament of the United Kingdom.
1845.	8 & 9 Vict. c. 28 -	Canal companies empowered to vary their tolls.
	8 & 9 Vict. c. 42 -	Canal companies empowered to become carriers of goods.
1848.	11 & 12 Vict. c. 124 -	For better carrying on the affairs of the Grand Canal Company, and the company's name changed.

Midland Great Western Railway of Ireland—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	—	—	—	—	—	—	2·15	3·22	1·70	2·55	1·1	—	1	—
Highest - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lowest - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	3	—	2	—	1¼	—	—	—

From 1st January 1866 the 3rd class single fares were uniformly reduced to 1*d.* per mile, and 3rd class return tickets issued at a fare and a half (say 1½*d.* per mile).

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The rate per mile is uniform.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The rate per mile is uniform.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

From all stations to market towns at a single fare for the double journey.

Notice to Excursionists and Tourists.

1st and 2nd class return tickets, at single fares for the double journey, are issued from all stations to Dublin only by the up trains due in Dublin at 5.15 p.m. and 10 p.m. on Saturdays, and are available for return by the 7.30 p.m. mail train on the following Sunday or the 8.30 a.m., and to stations between Dublin and Enfield by the 7.30 a.m. train on the following Monday, and also from Dublin to all stations by the 7.30 p.m. train on Saturdays, available for return by any train on the following Sunday.

Market Tickets are now issued at a Single Fare for the Double Journey, available for return on the same day only.

Market Towns.	Stations from which Market Tickets are issued.	Market Days.
To	From	
Dublin - -	Blanchardstown, Clonsilla, Lucan, Leixlip, Maynooth, and Kilcock - -	Saturdays.
Mullingar - -	Enfield, Hill of Down, Killucan, Castletown, Streamstown, Moate, Athlone, Multyfarnham, Edgeworthstown, Longford, Float, Ballywillan, Crossdoney, and Cavan.	Thursdays.
Clara - -	Mullingar - - - - - - - - - -	Thursdays and Wednesdays.
„ - -	Streamstown - - - - - - - - -	
Moate - -	Mullingar, Castletown, Streamstown, Athlone, and Ballinasloe - -	Thursdays.
Athlone - -	Mullingar, Castletown, Streamstown, Moate, Ballinasloe, Woodlawn, Knockcroghery, Ballymurry, Roscommon, Donamon, and Ballymoe.	Saturdays.
Ballinasloe - -	Moate, Athlone, Woodlawn, Athenry, Oranmore, Galway, Ballyglunin, and Tuam.	„
Galway - -	Ballinasloe, Woodlawn, Athenry, Oranmore, Ballyglunin, and Tuam - -	Wednesdays and Saturdays.
Tuam - -	Ballinasloe, Woodlawn, Athenry, Oranmore, and Ballyglunin - -	Saturdays.
„ - -	Galway - - - - - - - - - -	Wednesdays and Saturdays.
Edgeworthstown -	Mullingar, Longford, Carrick, Ballywillan, and Crossdoney - - -	Tuesdays.
Longford - -	Mullingar, Multyfarnham, Edgeworthstown, Dromod, Drumsna, Carrick, Boyle, Float, Ballywillan, Crossdoney, and Cavan.	Saturdays.
Carrick - -	Longford, Dromod, Drumsna, Boyle, Ballymote, Collooney, Ballisodare, and Sligo.	Thursdays.
Boyle - -	Drumsna, Carrick, Ballymote, Collooney, Ballisodare, and Sligo - -	Saturdays.
Ballymote - -	Drumsna, Carrick, Boyle, Collooney, Ballisodare, and Sligo - - -	Thursdays.
Sligo - -	Drumsna, Carrick, Boyle, Ballymote, Collooney, and Ballisodare - -	Tuesdays and Saturdays.
Cavan - -	Mullingar, Multyfarnham, Longford, Float, Ballywillan, and Crossdoney -	Tuesdays.
Roscommon -	Knockcroghery, Ballymurry, Donamon, Ballymoe, and Castlerea - -	Saturdays.
Castlerea - -	Ballyhaunis, Claremorris, Balla, Castlebar, and Westport - - -	„
Ballyhaunis -	Westport - - - - - - - - - -	Tuesdays.
Claremorris -	„ - - - - - - - - - -	Wednesdays.
Castlebar - -	„ - - - - - - - - - -	Saturdays.

Sunday Excursions.

On Sundays, 1st, 2nd, and 3rd class return tickets at a single fare for the double journey are issued for the train leaving Dublin at nine o'clock, morning, to and from all stations at which it calls (Ballyglunin and Tuam excepted), and are available for return by the up train leaving Galway at 4 p.m., Sligo at 3.25 p.m., and Cavan at 5.35 p.m.; for distances over 50 miles, first and second class tickets will be available for return by the 4 p.m. up or 12, midnight, mail from Galway.

Give the average speed of trains as follows :—

Average speed of express trains, including stoppages - - - - } 28 miles per hour.
„ „ ordinary passenger trains „ - - - -
„ „ parliamentary „ „ - - - - 20 „

Midland Great Western Railway of Ireland.—Inquiry No. 5.—*continued.*

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

Excursion Trains.

Date.	Stations.	Classes.			Receipts.	Average Fares per Mile.		
		1st.	2nd.	3rd.		1st.	2nd.	3rd.
1865.					£ s. d.	d.	d.	d.
May 8th, 9th and 10th -	To and from Dublin -	207	301	653	409 9 6	1·07	·85	·55
June 12th and 13th -	„ „ -	123	262	484	414 12 6	1·07	·85	·55
„ 26th - - -	From Dublin - -	38	51	189	102 10 9	·82	·64	·38
„ 26th and 27th -	Up to Dublin - -	93	225	404	315 8 6	1·07	·85	·55
July 24th and 25th -	„ „ - -	85	167	400	273 14 0	1·07	·85	·55
August 7th - -	Down from Dublin -	59	100	461	200 18 0	·82	·64	·38
„ 15th - -	Up to Dublin - -	137	162	721	386 13 0	·79	·67	·38
„ 14th and 15th -	„ „ - -	37	65	679	94 10 0	·75	·56	·40
„ 16th - -	„ „ - -	91	101	457	239 13 3	·79	·64	·39
„ 26th - -	Down from Dublin -	26	56	159	87 0 6	·82	·64	·38
„ 31st - -	Up to Dublin - -	124	117	521	297 10 3	·79	·67	·38
September 6th - -	„ „ - -	113	105	442	253 7 6	·79	·64	·39
„ 11th - -	Down from Dublin -	57	42	161	97 12 3	·82	·64	·38
„ 18th - -	Up to Dublin - -	28	105	340	51 13 2	·65	·49	·37
„ 19th - -	„ „ - -	179	179	643	418 3 6	·79	·67	·38
„ 20th - -	„ „ - -	76	106	405	195 8 0	·79	·64	·38
„ 25th - -	Down from Dublin -	43	25	117	74 0 6	·82	·64	·38
„ „ - -	Up to Dublin - -	68	59	220	60 0 0	·39	·30	·23
„ 29th - -	„ „ - -	44	60	258	57 19 9	·41	·33	·25
October 16th - -	„ „ - -	275	252	747	357 19 6	·55	·43	·28
„ 17th - -	„ „ - -	184	212	786	312 18 6	·57	·45	·29
„ 23rd - -	„ „ - -	186	170	527	252 9 6	·49	·38	·25
„ 26th - -	„ „ - -	35	49	199	71 12 0	·57	·45	·29
„ 31st - -	„ „ - -	189	143	493	244 5 3	·55	·43	·28
November 1st - -	„ „ - -	10	157	757	88 5 11	·65	·49	·37
„ „ - -	„ „ - -	68	121	364	87 2 0	·41	·33	·25
„ 6th - -	„ „ - -	81	240	611	163 11 6	·32	·21	·16
„ 9th - -	„ „ - -	55	79	290	70 2 6	·43	·34	·26
„ 16th - -	„ „ - -	73	154	339	99 17 9	·32	·21	·16
„ 21st - -	„ „ - -	79	195	406	122 14 0	·32	·21	·16
„ 22nd - -	„ „ - -	75	195	359	117 9 9	·33	·22	·16
December 23rd - -	„ „ - -	70	70	254	162 1 3	·71	·64	·39
		3,008	4,325	13,846	6,180 14 4			

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Distances.	Up to 1 lb.	From 1 lb. to 7 lbs.	From 7 lbs. to 14 lbs.	From 14 lbs. to 28 lbs.	Above 28 lbs.
	s. d.	s. d.	s. d.	s. d.	
Under 50 miles -	0 8	0 8	0 10	1 0	½d. per lb. extra.
50 to 80 -	0 8	0 10	1 2	1 4	⅝d. „ „
Over 80 - -	0 8	1 2	1 6	1 8	¾d. „ „

The above rates include collection or delivery in Dublin.

Parcels exceeding 56 lbs. in weight are forwarded by passenger train, at 25 per cent. over goods rates when directed "Van Parcels," and delivered at the respective stations 30 minutes before the advertised time of starting.

Small parcels.—The following reduced rates are now charged for the carriage of parcels not exceeding 28 lbs. in weight and 5*l.* in value, subject to the under-mentioned conditions; for 50 miles and under, 6*d.*; over 50 miles and under 80, 9*d.*; over 80 miles, 1*s.*

The above rates are from station to station only, and do not include collection or delivery. The charges must be paid at the forwarding station. The parcels must be legibly endorsed "parcel under 5*l.* in value." They must be delivered at the forwarding station, half an hour before the advertised time of departure of the train, and will be subject to a charge of 1*d.* per day for storage, if not taken away by the owner within 24 hours after arrival. In cases of neglect of any of these conditions the parcels will be forwarded at the ordinary rates.

Midland Great Western Railway of Ireland—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns:—

——	Charge per Mile.	Minimum Gross Charge.
	s. d.	
Horse boxes containing 3 horses, not exceeding £50 each in value -	0 9	
" " 2 " " " " " -	0 7	
" " 1 " " " " " -	0 4	
Two-wheeled carriages - - - - - -	0 4	
Four-wheeled " - - - - - -	0 6	
Dogs - - - - - - - - -	—	

What is the rate of insurance on horses exceeding the above-mentioned values?
Five per cent. on the value declared over 50*l.*
State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
The rates are uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains:—

——	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*d.*	*s. d.*		*s. d.*	*d.*					
Fat cattle - -	8	0 6	4·41	2 0	3	0 3	2·20	—	Not in use.			
Lean cattle - -	10	0 6	—	2 0	4	0 3	—	—				
Sheep - -	30	0 6	—	2 0	12	0 3	—	—				
Lambs - -	40	0 6	—	2 0	15	0 3	—	—				
Bacon pigs - -	—	—	—	—	—	—	—	—				
Pork pigs - -	—	—	—	—	—	—	—	—				
Horses in cattle trucks	8	0 6	4·41	2 0	3	0 3	2·20	—				

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
Galway and Athlone, 48 miles 30 chains.

Per Waggon.	Per Head.				
——	Fat Cattle.	Store Cattle.	Calves.	Sheep or Pigs.	Lambs.
s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s.*
24 6	3 1	2 6	1 3	0 10	0 8

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
Dublin and Sligo, 135 miles 62 chains.

Per Waggon.	Per Head.				
——	Fat Cattle.	Store Cattle.	Calves.	Sheep or Pigs.	Lambs.
s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
50 0	6 3	5 0	2 6	1 8	1 3

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
Single rate for double journey.

Midland Great Western Railway of Ireland—*continued*.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
	d.	*d.*	*d.*
Single passenger fares, 1st class	1·77	1·93	2·15
„ „ 2nd class	1·26	1·53	1·70
„ „ 3rd class	0·81	0·98	1·10
Horses by passenger trains each	One horse, 4*d*. Two, 7*d*. Three, 9*d*.	One horse, 4*d*. Two, 7*d*. Three, 9*d*.	One horse, 4*d*. Two, 7*d*. Three, 9*d*.
Four-wheeled carriages „		*d.* 6	*d.* 6
Parcels	Under 7 lbs., 6*d*. 7 lbs. and under 14 lbs. 9*d*. 14 lbs. „ 28 „ 1*s*. Over 28 lbs. 1*s*. 4*d*. per lb. on the extra quantity.		
Oxen per head	0·75*d*.	0·75	0·7
Sheep „	0·2*d*.	0·2	0·18
Fish per ton	No goods traffic.	3	2
Coal „		1¼	¾
Bricks „		1·25	1
Manure „		0·83	0·75
Iron ore „		—	0·50
Bar iron „		1·5	1·5
Iron castings „		3	3
Stone „		1	1
Lime „		1	0·75
Salt „		1·5	0·75
Grain „		1·5	0·86
Flour „		1·5	0·86
Timber „		1·5	0·75
Hay „		3	3
Potatoes „		1·5	0·86
Mangold wurzel „		1·5	1·5
Goods generally, of the kind now included by the Clearing House under the 1st class		2·25	1·25
„ „ „ „ 2nd „		2·25	1·50
„ „ „ „ 3rd „		3	2·25
„ „ „ „ 4th „		3	—
„ „ „ „ 5th „			—

METROPOLITAN RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a List of the Acts of Parliament now in force, under which you are authorized to levy Tolls and Rates.
"The Metropolitan Railway Act, 1854." 17 & 18 Vict. c. 221.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former return :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	Nil.						*d.* 2·76	*d.* 4·08	*d.* 1·96	*d.* 2·88	*d.* 1·33	*d.* 2·12	*d.* 1·00	*d.* 1·04
Highest	,,						9·64	12·86	6·43	9·64	3·21	6·42	3·21	6·42
Lowest	,,						1·59	2·40	1·06	1·60	0·80	1·32	0·8	0·52

Maximum fares allowed by Act of Parliament.

Sect. 182.—That the maximum rate of charge to be made by the company for the conveyance of passengers upon the said railway, including the tolls for the use of the railway, and of carriages, and for locomotive power, and for every other expense incidental to such conveyance, shall not exceed the following sums :—

For every passenger conveyed in a first class carriage for a less distance than two miles, the sum of 4*d.*; and for a distance of or exceeding two miles, 8*d.*

For every passenger conveyed in a second-class carriage for a less distance than two miles, the sum of 3*d.*; and for a distance of or exceeding two miles, 6*d.*

For every passenger conveyed in a third-class carriage for a less distance than two miles, the sum of 2*d.*; and for a distance of or exceeding two miles, the sum of 4*d.*

Provided always, that it shall be lawful for the company, if they think fit, to take uniform charges upon the whole or any part of the railway for the conveyance of passengers, but in such case the maximum rate of charge for the conveyance upon the whole or any part of the railway shall not exceed the sum of 6*d.* for every passenger conveyed in a first-class carriage, the sum of 4*d.* for every passenger conveyed in a second-class carriage, and the sum of 3*d.* for every passenger conveyed in a third-class carriage.

The extension fares are 50 per cent. of the above in addition.

The return fares per mile in this table were given by the company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

FARRINGDON STREET and ALDERSGATE STREET, 0 m. 24 c. 89 l.

	1st Class.	2nd Class.	3rd Class.	Parliamentary.	Workmen.
Single	3*d.*	2*d.*	1*d.*	1*d.*	—
Return	4*d.*	3*d.*	2*d.*	—	2*d.*

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

FARRINGDON STREET and BISHOP'S ROAD, 3 m. 61 c. 15 l.

	1st Class.	2nd Class.	3rd Class.	Parliamentary.	Workmen.
Single	6*d.*	4*d.*	3*d.*	3*d.*	—
Return	9*d.*	6*d.*	5*d.*	—	2*d.*

Metropolitan Railway.—Inquiry No. 5.—*continued.*

Are market tickets issued? If so, between what places, and at what proportion of the single fares?
No.

Give the average speed of trains as follows:—

Average speed of express trains, including stoppages	Nil.
„ „ ordinary passenger trains	12 miles per hour.
„ „ parliamentary	12 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.
Nil.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general races.
The above company do not carry parcels at present.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding each in value	Nil.	
„ „ 2 „ „ „ „		
„ „ 1 „ „ „ „		
Two-wheeled carriages		
Four-wheeled „		
Dogs	3rd class passenger fare.	

What is the rate of insurance on horses exceeding the above mentioned values?
State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
Nil.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.
Nil.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:—
The amounts are to represent the average rates charged per mile.
For goods they are to be the rates for long distances, and including terminal charges.
In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	Line Opened 1863.	1865.
		d.	*d.*
Single passenger fare, 1st class	—	2·97	2·76
„ „ 2nd „	—	2·12	1·96
„ „ 3rd „	—	1·24	1·17

THE DUBLIN AND DROGHEDA RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Dublin and Drogheda Railway.

Dublin to Drogheda	32	miles.
Branch, Drogheda to Oldcastle	39	,,
,, Junction to Houth	3½	,,
Total	74½	

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

	(a.)			(b.)		(c.)		(d.)	
Name of Article.	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?
For the whole of the articles included in the Mineral Class of the Clearing House classification, and also including Cannel, Coal, Coke, Culm, and Materials for Road Repairs.	2s.	5 tons.	8 miles.	1d. per mile.	No such distances.	According to the distance conveyed; for 30 miles we charge 9d. terminal at each end.	Additional.	Not done by the company.	Nil.

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes, as a general rule, but with occasional exceptions.
4. If not, state the nature of the exceptions?	When the route per rail is circuitous we give the public the advantage, and charge only for the direct distance.
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Nominally, but there is little or no risk.
6. If not, state in what respects you depart from this condition?	Nil.
7. Do you undertake to deliver this class of traffic within a specified time?	Within 48 hours, unless otherwise arranged.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
9. What charge do you make for demurrage of waggons?	None in practice; nominally 3s. per day per waggon.

(B.) In Owners' Waggons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

There are no owners' waggons on this company's line.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	Yes.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Through rates are given.

The Dublin and Drogheda Railway.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— None.

a. Is the charge based on a minimum annual payment, or on the quantity carried? Nil.

b. Or how otherwise? Nil.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? Occasionally for large quantities conditioned to suit economy of haulage low rates are named.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Act 6 & 7 W. IV. c. 132. [1836.]
Act 10 & 11 Vict. c. 100. [1847.]
Act 23 & 24 Vict. c. 114. [1860.]

Inquiry No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

	Express fares.						Ordinary fares.							
	1st class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares charged per mile.	No Express Fares.						1·565	2·346	1·168	1·752	·753	1·13	—	—
Highest - -			Do.				2	3·0	1·5	2·25	1·	1·50	—	—
Lowest - -			Do.				1·225	—	·918	—	·612	—	—	—
Excursion, usual -	—	—	—	—	—	—	—	·762	—	·53	—	·338	—	—
,, occasional -	—	—	—	—	—	—	—	—	—	—	—	·252	—	—
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	2·5	—	1·5	—	1·0	—	—	—

[The return fares per mile in this table were given by the company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.]

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Generally all stations.

Exceptions—

Between Dublin and Navan.
,, ,, Kells.
,, ,, Virginia Road.
,, ,, Oldcastle.

We do not in any case charge more than, 1st class, 2*d.*, 2nd class, 1·5*d.*, 3rd class, 1*d.* per mile.

Places below which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

	Distance.	Single.		
		1st Class.	2nd Class.	3d Class.
	miles.	*s.* *d.*	*s.* *d.*	*s.* *d.*
Dublin to Howth - -	9	1 3	1 0	0 8
,, Malahide - -	9	1 4	1 0	0 8
,, Navan - -	49	5 6	3 9	2 6
,, Kells - -	59	6 0	4 0	3 0
,, Virginia Road -	65	7 0	5 3	3 6
,, Oldcastle - -	71	8 0	6 0	4 0

These are ordinary single fares; for excursion fares see the Table above, and for Sunday fares the reply as to market tickets.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

Between Dublin and Howth and Dublin and Malahide, workmen's tickets are issued by first train at ½*d.* per mile.

1st, 2nd, and 3rd class return tickets are issued between all stations at a fare and a half on week days, and on Sundays at single fares.

Harvest men are carried in numbers of not less than 10 at ⅓rd of 1*d.* per mile.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - 30½ miles per hour.
,, ,, ordinary passenger trains ,, - - - 25 ,, ,,
,, ,, parliamentary ,, ,, - - - 16 ,, ,,

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

Dublin and Drogheda Railway.—*continued.*

INQUIRY No. 6. As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcels traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.

——	Not exceeding 7 lbs.	Not exceeding 14 lbs.	Not exceeding 28 lbs.	Not exceeding 56 lbs.	Not exceeding 1 cwt.	Not exceeding 1½ cwt.	Not exceeding 2 cwt.
	d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Distance under 10 miles -	4	0 6	0 9	0 9	1 0	1 3	1 6
„ „ 60 „ -	6	0 9	1 0	1 6	2 6	3 6	4 6
„ over 60 „ -	9	1 0	1 4	2 0	3 4	4 6	6 0

For parcels rates by goods trains see goods return.—Exceptions.

Newspapers and lending library parcels are carried at ½*d.* per lb. irrespective of distance.

INQUIRY No. 7. As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

——	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding £50 each in value -	0 8	10 6
Do. 2 do. do. do. -	0 6	9 0
Do. 1 do. do. do. -	0 4	6 0
Two-wheeled carriages - - - - - - -	0 4	7 6
Four do. do. - - - - - - -	0 6	8 0
Dogs - - - - - - - -	Varies from ¼*d.* to ⅓ of 1*d.*	0 3

What is the rate of insurance on horses exceeding the above-mentioned values?

Above horse rates are charged at owner's risk. Twenty per cent. is added to these charges when at company's risk.

Above are by passenger trains; when carried by goods trains only two-thirds of same rates charged.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Not uniform. Lower for longer distances. See scale.

Horse, Carriage, and Dog Rates.

——	Miles.	Horses. 1	Horses. 2	Horses. 2	Carriages. 4-wheel.	Carriages. 2-wheel.	Dogs. Each.
From DUBLIN to		*s. d.*	£ *s. d.*	£ *s. d.*	£ *s. d.*	£ *s. d.*	*s. d.*
Raheny - - - -	3¾	—	—	—	—	—	0 3
Junction - - - -	4¾	—	—	—	—	—	0 3
Sutton - - - -	6¾	—	—	—	—	—	0 3
Howth - - - -	8¼	6 0	0 9 0	0 10 6	0 8 0	0 7 6	0 3
Portmarnock - - - -	6¾	—	—	—	—	—	0 3
Malahide - - - -	6	6 0	0 9 0	0 10 6	0 8 0	0 7 6	0 3
Donabate - - - -	11¼	—	—	—	—	—	0 6
Rush - - - -	14	6 0	0 12 0	0 15 0	0 8 0	0 7 6	0 6
Skerries - - - -	17¾	6 0	0 12 0	0 15 0	0 8 0	0 7 6	0 9
Balbriggan - - - -	21¾	8 0	0 13 0	0 16 0	0 12 6	0 7 6	0 9
Gormanstown - - - -	24	8 0	0 13 0	0 16 0	0 12 6	0 7 6	0 9
Laytown - - - -	27	10 0	0 16 0	1 1 0	0 15 0	0 10 6	0 9
Drogheda - - - -	32	10 0	0 16 0	1 1 0	0 15 0	0 10 6	0 9
Duleek - - - -	36½	—	—	—	—	—	0 9
Beaupare - - - -	43½	10 0	0 16 0	1 1 0	0 15 0	0 10 6	0 9
Navan - - - -	48⅝	10 0	0 16 0	1 0 0	0 16 0	0 10 0	0 9
Ballybeg - - - -	54¾	—	—	—	—	—	0 9
Kells - - - -	58¼	13 6	1 1 6	1 8 0	1 0 0	0 14 0	0 9
Virginia Road - - - -	64¾	16 0	1 8 0	1 16 0	1 4 0	0 18 0	1 0
Oldcastle - - - -	71	18 0	1 11 6	2 0 0	1 10 0	1 1 0	1 3

N.B.—Horses and carriages are not booked to or from the stations to which no rates are mentioned.

Entire horses are charged each as half a horse-box.

Hunting.—The horses of gentlemen hunting will, during the season, be conveyed at a one and a half fare for the double journey, when performed the same day. The charges must in all cases be pre-paid, or boxes cannot be ensured for the return journey.

The rates for horses and dogs mentioned are charged when the sender signs a note holding the company free from risk, otherwise an addition of 20 per cent. will be made to the above rates.

Horses and carriages may be conveyed by goods trains, at two-thirds of the above rates, but only when [*hiatus*].

Dublin and Drogheda Railway.—*continued.*

INQUIRY No. 8. As to Charges for Live Stock for Goods Trains,

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods train.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
Fat cattle	8	6·5*d.*	3·6*d.*	*s. d.* 7 6	4	6·5*d.*	6·5*d.*	7*s.* 6*d.*	Nil.	Nil.	Nil.	Nil.
Lean cattle	12				6							
Sheep	30				15							
Lambs	40				20							
Bacon Pigs	30				15							
Pork Pigs	40				20							
Horses in cattle trucks	5 or 6				Nil.							

Regulations for the Conveyance of Live Stock.

First.—The sender may load as many in each waggon as he may think fit, but the company will not be responsible for any injury to live stock that may arise from overloading.

Second.—No less charge than half-a-waggon rate is to be made for each waggon.

Third.—The rate per half-waggon is to be charged for four head of full-grown cattle; six head of small cattle; fifteen calves, under two months old; fifteen sheep or bacon pigs; and twenty small pork pigs or lambs. All over the above numbers in each waggon to be charged at the full waggon rate.

Fourth.—When half a waggon only is charged, the company may use the other half for conveying the live stock of another owner.

Fifth.—Horses may be loaded in waggons at a reduced charge of 1½*d.* per head per mile, no less charge than for five, on owner signing risk note, and declaring that the horses do not exceed the value of 10*l.* each, minimum charge of 15*s.* per waggon. Horses of a greater value will be taken only at the full ordinary rate, as by passenger trains.

Sixth.—Rams, sheep, calves, or pigs, under two months old are to be charged, per goods or cattle trains only, ½*d.* per mile, per head; minimum charge 2*s.*

Seventh.—All charges must be prepaid.

Eighth.—Drovers in charge of not less than one whole waggon of stock, and travelling in the same train with them, are to be charged half third-class fares; if in charge of less than one waggon of stock full fare will be charged according to class.

The station master at the loading station will in all cases be held responsible for the proper charges. The station master at the unloading station is to check off the numbers of waggons entered on the ticket, endorse the time of arrival at the station, see that the authorized numbers are allowed for half waggons, the proper rates charged, and report discrepancies or irregularities to the manager immediately.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge far each description, and the distances between the stations.

Dublin and Drogheda, 32 miles.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Navan and Dublin } As the line is not direct and the Company give the public the benefit of the direct mileage, and
Kells and Dublin } not the actual mileage per rail.

Is there any special charge for cattle to the Royal Agricultural Society's Shows? If so, state it.

Free conveyance to stock which has been exhibited at a show and returned unsold.

INQUIRY No. 9. As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1844.	1850.	1865.
	d.	*d.*	*d.*
Single passenger fares, 1st class	1·406	1·875	2
„ „ 2nd class	1·031	1·5	1·5
„ „ 3rd class	·563	·938	·938
Horses by passenger trains — One each	4	As in 1844.	
„ „ — Two „	6	Do.	
„ „ — Three „	8	Do.	
Four-wheeled carriages	6	Do.	
Parcels	.2	Do.	
Oxen — per head	—	.938	As in 1850.
Sheep — „	—	·375	
Fish, dried — per ton	—	2·5	
Coal — „	—	1·5	
Bricks — „	—	Do.	
Manure — „	—	Do.	
Iron Ore — „	—	—	—
Bar Iron — „	—	—	—
Iron castings — „	—	—	—
Stone — „	—	—	—
Lime — „	—	1·5	
Salt — „	—	Do.	
Grain — „	—	2	
Flour — „	—	2	
Timber — „	—	2	
Hay — „	—	—	
Potatoes — „	—	2	
Mangold Wurzel	—	2	As in 1850.
Goods generally, of the kind now included by the Clearing House under the 1st class	—	—	
„ „ „ „ „ 2nd „	—	1·5	
„ „ „ „ „ 3rd „	—	2	
„ „ „ „ „ 4th „	—	2·5	
„ „ „ „ „ 5th „	—	3·125	

NORTH LONDON RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The North London Railway, which commences by a junction with the London and North-western Railway at Chalk Farm (Camden), connects with the Great Northern and Midland Railways at St. Pancras, and terminates with the East and West India Docks at Poplar, connecting by a branch with the London and Blackwall Railway near Bow, by means of which the goods traffic of the above companies is conveyed to their terminal stations at Haydon Square and Mint Street; and passenger trains are worked every 15 minutes to and from the London and Blackwall Company's station at Fenchurch Street, City.

The company also works (for the Great Eastern Company) a branch line from Hackney Wick to Stratford, there connecting their line with the Great Eastern system and the Victoria Docks; also for the London and North-western Company the Hampstead Junction line between Camden Road and Willesden Junctions, at which latter point a connexion is formed by means of the West London Railway with the Great Western and also the London and Brighton and other railways south of the Thames; also with the North and South-western Junction Railway between Willesden Junction and Kew Bridge, at which point it connects with the London and South-western Railway, by which company the trains are taken forward to Richmond, Twickenham, and Kingston-on-Thames. The length of the line from Chalk Farm to Poplar is 8¼ miles, and from Bow to the Blackwall Railway half a mile.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(b.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) It is included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
For the whole of the articles included in the Mineral Class of the Clearing House Classification, and also including Chanel, Coal, Coke, Culm, and Materials for Road Repairs. Appendix C1.	As regards goods traffic this line is used only as a connecting link between the larger systems of railway or to and from terminal stations the property of other companies, and any charge is included by the sending and receiving companies in the through rates, the North London Company receiving thereout a sum for toll and working expenses not calculated on mileage but varying according to the through charges, the minimum being 2*s.* 6*d.* per ton for the entire length of line and haulage to destination beyond the limits of the company's lines; the minimum charge, 3*d.* per ton for coal and 6*d.* per ton for general goods for a distance of one mile in foreign waggons.								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

See answer to Question No. 2.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

The coal traffic is conveyed at owner's risk, sender's loading, and consignee's discharging. For merchandise traffic, see remarks in answer to Question No. 2.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

The company do not deliver.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours for loading, and twenty-four hours for discharging.

9. What charge do you make for demurrage of waggons?

3*s.* per waggon per diem.

North London Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons;

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
For the whole of the articles included in the Mineral Class of the Clearing House Classification, and also including Cannel Coal, Coke, Culm, and Materials for Road Repairs. Appendix CP.	On inland coal there is a uniform rate of 1*s.* per ton, excepting to Poplar for transfer to barges, on which the charge is 9*d.* per ton. The answer to Question No. 2 refers also to merchandise traffic under this head.						

Extract from the North London Company's Letter, 24th July 1866.

"I have now to inform you that there are eight depôts for reception of coal, constructed originally by the Northumberland and Durham Coal Company, and subsequently purchased by this company. Each depôt is let to a tenant who engages to take annually the quantity of coal the depôt is estimated to have accommodation for, or in default of taking the full quantity to pay the charges in respect of the full amount. The coal may be either inland or seaborne, there being no stipulation as to the places or collieries from which it is to be obtained. The inland coal is received either at Camden, the junction of the London and North-western, or at St. Pancras, the junction of the Midland and Great Northern Companies' lines. The seaborne coal is received at the North London Company's dock at Poplar. The charge for carriages is in either case 1*s.* per ton, a further charge of 2*d.* per ton being made for wharfage in the case of inland coal, the seaborne coal being subjected to dock dues of the same amount."

10*d*. Do the charges include returning empty waggons? — No.

11. Are the above charges uniformly applied between all stations on your system of railways? — See answer to Question No. 2.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — The coal traffic is conveyed at owner's risk, senders loading, and consignees discharging. For merchandise traffic, see remarks in answer to Question No. 2.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Junctions are not considered as stations.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — As a general rule through rates and arrangements. In the few exceptional cases where this is not done the traffic is conveyed forward at local charges.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — There is no scale of charges for contracts. The company is in some instances under agreement with the occupiers of coal depôts for conveyance of coal, and in such cases the rate is the same to all parties guaranteeing an annual traffic beyond a certain tonnage amount.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

North London Railway.—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*b.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the SPECIAL CLASS of the Clearing House Classification, Appendix CP.	As regards goods traffic, this line is used only as a connecting link between the larger systems of railway, or to and from terminal stations the property of other companies, and any charge is included by the sending and receiving companies in their through rates, the North London Company receiving thereout a sum for toll and working expenses, not calculated on mileage, but varying according to the through charges, the maximum being 2*s.* 6*d.* per ton for the entire length of line and haulage to destinations beyond the limits of the Company's line, the minimum charge 6*d.* per ton for general goods for a distance of one mile in foreign waggons.									

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?
5. If not, state in what respects you depart from this condition.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?
7. What time is allowed at the stations for loading and unloading this class of traffic?
8. For what period do you keep any of the articles in this return in your warehouses free of charge?
9. What charge for warehousing is made after the period has expired?
10. What charge do you make for demurrage of waggons?

See answer to Question Number 1.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

12. Are junctions considered as stations for the traffic of articles in this return?
13. If not, state the exceptions, and give an instance of each class of exception.

Junctions are not considered as stations.

14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?

As a general rule through rates and arrangements are made; in the few exceptional cases where this is not done, the traffic is conveyed forward at local charges.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

There is no scale of charges for con

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

See answer to Question Number 1.

North London Railway.—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1—6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First, Second, Third, Fourth, Fifth, and Sixth Classes of the Clearing House Classification. Appendix CP.	As regards Goods traffic, this line is used only as a connecting link between the larger systems of railway, or to and from terminal stations the property of other companies, and any charge is included by the sending and receiving companies in their through rates, the North London Company receiving thereout a sum for toll and working expenses, not calculated on mileage, but varying according to the through charges, the maximum being 2*s.* 6*d.* per ton for the entire length of line and haulage to destinations beyond the limits of the Company's line, the minimum charge 6*d.* per ton for general goods for a distance of one mile in foreign waggons.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?
5. If not, state in what respects you depart from this condition.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?
7. What time is allowed at the stations for loading and unloading this class of traffic?
8. For what period do you keep any of the articles in this return in your warehouses free of charge?
9. What charge for warehousing is made after the period has expired?
10. What charge do you make for demurrage of waggons?

See answer to Question number 1.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

12. Are junctions considered as stations for the traffic of articles in this return?
13. If not, state the exceptions, and give an instance of each class of exception.

Junctions are not considered as stations.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

As a general rule, through rates and arrangements are made; in the few exceptional cases where this is not done the traffic is conveyed forward at local charges.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

There is no scale of charges for contracts.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.

See answer to Question No. 1.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The East and West India Docks and Birmingham Junction Railway Act, 1846, 9 & 10 Vict. c. cccxcvi.

North London Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

On the North London Railway, including the Hampstead Junction and North and South-western Junction lines, which are worked as integral parts of the North London system.

Give the following information in reference to the lines included in your former returns :—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*			*d.*	
Average fares charged per mile.	None.						1·15	1·66	·8	1·16	None.		·77	None.
Highest - - -							3	9	2	6	None.		·86	None.
Lowest - - -							·8	1·24	·6	1·82	None.		·6	None.
Maximum fares allowed by Act of Parliament.							3 per mile.	—	2 per mile.	—	—		1 per mile.	None.

The return fares per mile in this table were given by the company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.

Places between which the highest rate of passenger fare is charged, giving the fares for each class and the distances between the stations.

Broad Street and Shoreditch, ¾ mile, single, 1st class, 3*d.*; 2nd class, 2*d.*

Dalston to Islington, 3 miles, return, 1st class 9*d.*; 2nd class, 6*d.*

Places between which the lowest rate of passenger fare is charged, giving the fares for each class and the distances between the stations.

Broad Street and Hammersmith, 14½ miles, single, 1st class, 1*s.*; 2nd class, 9*d.*

" " return, 1st class, 1*s.* 6*d.*; 2nd class, 1*s.*; parliamentary, 9*d.*

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

None issued.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - None.

" " ordinary passenger trains - - - - - } 25 miles an hour.

" " parliamentary - - - - - - }

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

None.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Parcels conveyed by passenger trains only at the following rates :—

Main line, North London.—14 lbs., 4*d.*; 28 lbs., 6*d.*; 56 lbs., 8*d.*; 84 lbs., 10*d.*; 112 lbs., 1*s.*

Main line with Hampstead Junction section and North and South-western Junction.—14 lbs., 6*d.*; 28 lbs., 10*d.*; 56 lbs., 1*s.*; 84 lbs., 1*s.* 3*d.*; 112 lbs., 1*s.* 6*d.*

North London (main line), Hampstead Heath and Kentish Town (Hampstead Junction) with Great Eastern and Blackwall sections. Local rates.—14 lbs., 3*d.*; 28 lbs., 4½*d.*; 56 lbs., 5*d.*; 84 lbs., 10*d.*: 112 lbs., 1*s.*

Finchley Road, Edgeware Road and Kensal Green (Hampstead Junction) with Great Eastern, viz., Stratford and Blackwall sections. Local rates.—14 lbs., 5*d.*; 28 lbs., 8*d.*; 56 lbs., 9½*d.*; 84 lbs., 1*s.*; 112 lbs., 1*s.* 2½*d.*

Kew, Acton, Hammersmith (North and South-western Junction) with Great Eastern, viz., Stratford and Blackwall sections. Local rates.—14 lbs., 5*d.*; 28 lbs., 8*d.*; 56 lbs., 9½*d.*; 84 lbs., 1*s*; 112 lbs., 1*s.* 2½*d.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	d.	*s.* *d.*
Horse boxes containing 3 Horses, not exceeding £50 each in value - -	14·8	7 6
Do. 1 do. do. - -	10·56	5 0
Do. 2 do. do. - -	5·52	2 6
Two-wheeled carriages - - - - - - - - }	8·12	3 4
Four do. do. - - - - - - - - }		
Dogs - - - - - - - - - -		

What is the rate of insurance on horses exceeding the above-mentioned values?

5 per cent.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Not uniform.

North London Railway.—Inquiry No. 7.—*continued.*

—	1 Horse.	2 Horses.	3 Horses.	Carriages.	—
	s. d.	*s. d.*	*s. d.*	*s. d.*	
St. Pancras to Kew 9½ miles	3 4	6 0	8 4	3 4	Local charges.
Hackney to Kensington 5¼ miles	3 0	5 6	7 6	4 6	

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
				s. d.		*s. d.*	*s. d.*	*s. d.*				
Fat cattle	5	11*d.* for large trucks.	6*d.* for small trucks.	1 6	2	0 8	0 8	1 4	Not used for cattle.			
Lean Cattle	10	,,	,,	1 6	3	0 8	0 8	1 4				
Sheep	30	,,	,,	1 6	12	0 8	0 8	1 4	60	1 9	1 0	2 0
Lambs	40	,,	,,	1 6	12	0 8	0 8	1 4	80	1 9	1 0	2 0
Bacon Pigs	20	,,	,,	1 6	6	0 8	0 8	1 4	Not used for pigs.			
Pork pigs	25	,,	,,	1 6	12	0 8	0 8	1 4				
Horses in Cattle trucks.	—	No traffic of this description.										

NOTE.—The number of animals shown above is the average number of animals conveyed in each description of vehicle.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Hackney Wick Junction and Islington Cattle Station. The rate for large trucks containing any description of live stock, excepting horses, is 4*s.* 8*d.* per truck including the terminal charge at Islington, the distance being 4 miles.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Camden and Islington Cattle Station. The rate for small trucks containing any description of live stock, excepting horses, is 1*s.* 6*d.* per truck including the terminal charge at Islington, the distance being one mile.

Is there any special charge for cattle to the Royal Agricultural Society's Shows? If so, state it.

There is not any special charge.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

—	1840.	1850.	1865.*
Single passenger fares, 1st class			As regards goods traffic, this line is used only as a connecting link between the larger systems of railways, or to and from terminal stations the property of other companies, and any charge is included by the sending and receiving companies in their through rates, the North London Company reciving thereout a sum for toll and working expenses, not calculated on mileage, but varying according to the through charges, the maximum being 2*s.* 6*d.* per ton for the entire length of line and haulage to destinations beyond the limits of the company's line, the minimum charge 3*d.* per ton for general goods for a distance of one mile in foreign waggons. Seaborne coal is conveyed from the company's dock at Poplar at a uniform charge to all stations of 1*s.* per ton including terminals and use of waggons. The railway was opened for goods traffic in the year 1852.
,, ,, 2nd class			
,, ,, 3rd class			
Horses by passenger trains			
Four-wheeled carriages			
Parcels			
Oxen			
Sheep			
Fish			
Coal			
Bricks			
Manure			
Iron ore			
Bar iron			
Iron castings			
Stone			
Lime			
Salt			
Grain			
Flour			
Timber			
Hay			
Potatoes			
Mangold wurzel			
Goods generally, of the kind now included by the Clearing House under the 1st class			
,, ,, ,, ,, 2nd ,,			
,, ,, ,, ,, 3rd ,,			
,, ,, ,, ,, 4th ,,			
,, ,, ,, ,, 5th ,,			

NEWRY AND ARMAGH RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Newry and Armagh Railway, Length, 21 miles 32 chains.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A). In Companies' Waggons, when loaded and unloaded by the Owners.

2. State, in the following Table, the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
For the whole of the Articles included in the Mineral Class of the Clearing House Classification, and also including cannel, coal, coke, culm, and materials for road repairs. Appendix C.P.									
Local - -	1s.	5 tons - -	4 miles -	20s. per ton -	No scale.	6d. at each end.	Yes, for one end only.	3d. per ton	Yes
2 Companies -	4½d.	—	—	1¾d. „	—	—	No.		
3 Companies -	5¼d.	—	—	1½d. „	—	—	No.		

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions.

Competition by road, canal, and other railway lines.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Twenty-four hours.

9. What charge do you make for demurrage of waggons?

3s. per diem.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

No traffic in owners' waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?

Yes, where permitted. Obstructions to this are specially brought before the committee by the secretary.

18. Are junctions considered as stations for this class of traffic?

Not always.

19. If not, state the exceptions?

When accommodation not suitable for loading or unloading of goods.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

The goods are re-booked at local rates, and waggons sent forward under Railway Clearing House regulations.

Newry and Armagh Railway.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions?

Special rates are made upon certain staple articles of transit, and on certain quantities of same.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*)			(*b.*)		(*c.*)		(*d.*)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster	1*s.* 3*d.*	10 cwt.	3 miles.	2*d.*	No Scale.	6*d.* each end.	3*d.* each end.	3*d.* each end.	No.	None.
Alkali	2*s.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Yes.	Do.	Do.	Do.
Alum and alum cake	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Anchors	Special.									
Asphaltum	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Asphalte apparatus *when sent with asphalte.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Axles, wheels, and tyres, *railway*	Special.									
Axles, *Bessemer made*	Do.									
Axles, wheels, and tyres, *steel, at owner's risk.*	Do.									
Baggage, *military*	2*d.*	1 ton	1 mile	2*d.*	2*d.*	Nil.	Nil.	Nil	Nil.	Nil
Bar wood	Special.									
Bark (tanner's) *packed*	2*s.*	5 cwt.	3 miles	2½*d.*	No Scale.	6*d.* each end.	Yes.	3*d.* each end.	No.	None.
Barley	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Barytes	Special.									
Baywood	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Beans	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Bessemer made shot	Special.									
Bessemer made armour plates	Do.									
Bessemer made rails	Do.									
Bessemer made ingots	Do.									
Bessemer made rough forgings	Do.									
Bleaching powder	1*s.* 3*d.*	10 cwt.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Blocks, *rough cast steel horn*	Special.									
Bone ash	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Bone and horn waste, *in truck loads*	Special.									
Bones, *calcined*	Do.									
Bones, *common, for size or manure*	Do.									
Borings, *iron*	1*s.* 3*d.*	10 cwt.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Bran	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Brimstone	2*s.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Builders' implements, *ladders, planks, scaffold poles, &c.*	Special.									
Burr stones	2*s.* 6*d.*	5 cwt.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Cannon balls	Special.									
Cement	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Cement stone	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Chains, *large, loose*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Chalk	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Charcoal, *packed*	2*s.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Charcoal, *animal*	Special.									
Charubs or locusts, *actual weight*	Do.									
Chimney pots, *earthenware, at owner's risk*	2*s.* 6*d.*	Do.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
China clay	4*s.* 2*d.*	Do.	Do.	3½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Clay retorts, *at owner's risk*	2*s.*	Do.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Clog blocks, *rough*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Coal dust, *in bags and casks*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Coal tar and creosote, *in owner's trucks*	Nil.									
Cocoa nut refuse, *for manure*	Special.									
Copperas	2*s.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Copper ore	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Cordwood, *machine weight*	Special.									
Cullet, *in casks*	1*s.* 3*d.*	10 cwt.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Dari	Special.									
Deals, 2½ *tons per standard*	1*s.* 3*d.*	10 cwt.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Dills	Special.									
Disinfecting powder	Do.									
Drain pipes	1*s.* 3*d.*	10 cwt.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Earth nuts	Special.									
Emery stone	2*s.* 6*d.*	5 cwt.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Farina	Special.									
Felloes, naves, and spokes	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Fire-clay chimney cans, *at owner's risk*	2*s.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Fire-clay vent linings, *at owner's risk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Fire-clay ware, *not otherwise specified, at owner's risk*	2*s.* 6*d.*	Do.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Fire-wood, prepared, and fire-lighters, *in truck load of 3 tons and upwards*	Special.									
Flints	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Flint, ground, *packed, in truck loads of 3 tons and upwards*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.

Newry and Armagh Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Flooring boards	1*s.* 3*d.*	10 cwt.	3 miles	2*d.*	No scale.	6*d.* each end.	Yes.	3*d.* each end.	No.	None.
Flour	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Founder's dust, *packed*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Fullers' earth	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Fustic	Special.									
Gas and coal tar, and creosote, *in owner's trucks.*	Do.									
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Gas water	Nil.									
Glue pieces, *wet*	2*s.* 0*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Grains, *brewers' and distillers'*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Grain, flour, &c. (*See separate entries*)	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Grindstones, *at owner's risk*	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Guano	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Gurdgeons	Special.									
Gypsum	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Hominy	Special.									
Hoopwood, *rough, in bundles*	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Ice *in 4 ton lots* (*weight taken at starting point*).	2*s.* 6*d.*	5 cwt.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Indian corn	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Boiler plates, bars, and other undamageable iron.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Forgings, *in the rough, not otherwise specified.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Iron retorts	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Scrap iron	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Iron spikes	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Lead ore	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Lathwood	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Lead, *pig*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Leather shavings, *for manure*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Mahogany	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Malt and meal	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Malt culms, *actual weight*	Special.									
Manganese	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Manures, *packed*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Manure, *shoddy*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Millet	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Muriate of potash	2*s.* 6*d.*	5 cwt.	Do.	3*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Nitrate of soda	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Oats	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Ochre	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Oil cake	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Oil cake, *ground*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Paddy or rice, *in the husk*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Points and crossings, *railway*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Patent fuel	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Peas, *dried*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Pelts, *wet*	Special.									
Pipe clay	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Plaster	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Pollard	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Posts and rails, *for fencing*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Postwood, *machine weight*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Pozzolano	Special.									
Propwood, *machine weight*	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Sleepers, railway, *machine weight*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Rice flour and meal	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Ropes, *old, including wire ropes*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Rye	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Sago flour	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Salt, *in bags*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Salt, *manufactured*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Salt cake	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Sanitary tubes	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Sash weights	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Satin white	Special.									
Sawdust	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Seeds, flax	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Seeds, linseed	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Seeds, rape	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Seeds *for crushing for oil*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Sharps	Special.									
Shelling	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Soda	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Soda ash	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Soot	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Spelter	Special.									
Spetches, *wet*	Do.									
Staves	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Steel plates, *for shipbuilding*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Stone, *roughly wrought up—as troughs, sinks, &c.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Tares	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Tiles, *roofing*, *ridge*, *paving* (*quarries*), *at owner's risk.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Timber, *logs or baulks, by measurement*	2*s.* 0*d.*	5 cwt.	Do.	2½*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Tyres. (*See Axles and Wheels*)	Special.									
Umber	Do.									
Vegetables, 3 Tons and above—*Including cabbages, green peas, new potatoes, water cress, and all others, except as under—*	1*s.* 3*d.*	10 cwt.	Do.	2*d.*	Do.	Do.	Do.	Do.	Do.	Do.
Vegetables, *in packages, in 2 ton lots—Including carrots, mangel wurzel, parsnips, old potatoes, and turnips.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Vetches	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Wheat	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Wheels, *railway.* (*See Axles*)	Special.									
Whiting	1*s.* 3*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.

Newry and Armagh Railway.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	They are not.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?	Exceptions are caused by other companies competing for the traffic to stations on this line.
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	Conveyed at railway company's risk, except in special cases.
5. If not, state in what respects you depart from this condition.	When carried by special agreement.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	Yes, as a general rule.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	24 hours.
9. What charge for warehousing is made after the period has expired?	According to class and description of goods.
10. What charge do you make for demurrage of waggons?	3*s.* per day (24 hours).

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes. In return the Ulster (our neighbouring company) do not give this facility to stations on this line (Newry and Armagh), and the Dublin and Belfast company to our Newry station only.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes, on this line.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Receiving companies forward to nearest station on their line to destination, charging (if to pay) the sending company's charge forward as paid in, and accounting to that company for same.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Yes.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks*	Special contract.										
Acetate of soda											
Acetic acid, *in casks*											
Ale and porter, *in casks*	4*d.*	None	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Ammonia, *in casks or iron drums.*	Special contract.										
Antimony ore											
Anvils											
Apples											
Argols	4*d.*	None	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Arm and share moulds											
Ashes, *pot and pearl*											
Asphalte apparatus, *when not sent with asphalte.*	Special.										
Bagging, *Surat*											
Barilla											
Biscuit, *dog*	4*d.*	None	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Blubber											
Blocks, *bobbin*											
Boilers, *under 30 feet long*	Special contract.										

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Bomb shells (not loaded)	4*d.*		2 0		2½			1*s.*	Yes.	None.	None.
Bone and horn waste, *in less quantities than 3 tons.*	Special.										
Bones, *packed* [station to station].			1 3		2						
Bottles, *black and green, or common glass* [station to station].			Do.		Do.						
Broom and brush blocks			2 0		2½						
Buffers, *railway*			Do.		Do.						
Canada plates			Do.		Do.						
Cannon			Do.		Do.						
Capstan bars			Do.		Do.			1*s.*	Yes.	None.	None.
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*			2 6		3						
Cattle food, *prepared* [station to station].			1 3		2						
Chicory root	4*d.*		2 0		2½						
Cider, *in casks*			Do.		Do.						
Clay retorts, *at company's risk.*			Do.		Do.			1*s.*	Yes.	None.	None.
Clog soles, *dressed*			Do.		Do.						
Clothes pegs, *packed*			Do.		Do.						
Clover seed, *at owner's risk.*			Do.		Do.						
Cobalt ore [station to station].			1 3		2						
Cocoa-nut fibre or husk			2 0		2½						
Cocoa-nut matting			Do.		Do.			1*s.*	Yes.	None.	None.
Cotton wool			Do.		Do.						
Crowbars [station to station].			1 3		2						
Cutch			2 0		2½			1*s.*	Yes.	None.	None.
Divi Divi			—		—						
Doors, *in cases*			2 6		3						
Dyewoods, *not elsewhere specified.*	4*d.*		2 0		2½			1*s.*	Yes.	None.	None.
Earthenware, *loose, at owner's risk, not less than 1 ton.*			—		—						
Earthenware bottles	4*d.*		2 0		2½			1*s.*	Yes.	None.	None.
Epsom salts, *in casks*			2 6		3						
Esparto or Spanish grass *not less than 2 tons per waggon.*			—		—						
Farina, *calcined*		None.	2 0		2½			1*s.*	Yes.	None.	None.
Fish, *i.e.*, thoroughly cured white herrings *in brine* [station to station].			1 3		2						
Flint, *ground, packed, under 3 tons* [station to station].			Do.	3 miles.	Do.	6*d.*	Yes.				
Fustic, *ground or chipped* [station to station].			Do.		Do.						
Gambier [station to station].			Do.		Do.						
Gasometer sheets [station to station].			Do.		Do.						
Gooseberries, *unripe*			2 6		3			1*s.*	Yes.	None.	None.
Grain and flour, &c., viz.:—											
Groats			1 3		2						
Pearl barley			2 0		2½			1*s.*	Yes.	None.	None.
Pot barley [station to station].			1 3		2						
Shudes [station to station].			Do.		Do.						
Granite, *polished and dressed, in blocks* [station to station].	4*d.*		Do.		Do.						
Grease [station to station]			Do.		Do.						
Greaves [station to station].			Do.		Do.						
Grindstones, *at company's risk.*			2 0		2½			1*s.*	Yes.	None.	None.
Gunny bags, *old* [station to station].			1 3		2						
Gun stocks, *rough* [station to station].			Do.		Do.						
Hides, kips, and sheepskins (*foreign*), *salted or in bales.*			2 0		2½			1*s.*	Yes.	None.	None.
Hoofs and horns, *cow and ox, packed* [station to station].			1 3		2						
Hoops, wood and iron			2 0		2½			1*s.*	Yes.	None.	None.
Horn tips, *packed* [station to station].			1 3		2						
Ice, *packed*			2 6		3			1*s.*	Yes.	None.	None.
Ink, *in crates or casks*			Do.		Do.						
Iron bolts, station to station].			1 3		2						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*	Special Contract.										
Iron buoys, buckets, and cisterns.	4*d.*		2 0		2½			1*s.*	Yes.	None.	None.
Iron, corrugated [station to station].			1 3		2						
Iron cranework, *of plates in parts not exceeding 30 feet.*	Special.										
Iron, galvanized [station to station].	4*d.*		1 3		2						
Iron girders, *not exceeding 15 feet in length* [station to station].											

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.		*d.*						
Iron hoops, sheets, or other damageable iron.	4*d.*	None.	2 0	3 miles	2½	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Iron horse shoes and horse shoe bars [station to station].	4*d.*	Do.	1 3	Do.	2	Do.	Yes.				
Iron masts, *ships, minimum, one ton per waggon.*	Special.										
Iron nails			2 0		2½			1*s.*	Yes.	None.	None.
Iron nuts [station to station].			1 3		2						
Iron rivets [station to station].			Do.		Do.						
Iron rolls, *cast or wrought, polished, packed, or in bags, at owner's risk.*			2 0		2½			1*s.*	Yes.	None.	None.
Iron shoe tips			Do.		Do.						
Iron spoutings and connexions, *at owner's risk.*			2 6		3						
Iron studs [station to station].			1 3		2						
Iron staples [station to station].			Do.		Do.						
Iron tubing [station to station].			Do.		Do.						
Iron washers [station to [station].			Do.		Do.						
Iron weights, *for weighing* [station to station].			Do.		Do.						
Iron wire, *not damageable* [station to station].			Do.		Do.						
Iron wire, *galvanized* [station to station].			Do.		Do.						
Jute [station to station].			Do.		Do.						
Keys, *railway, wooden* [station to station].			Do.		Do.						
Lancewood spars [station to station].			Do.		Do.						
Laths, *in bundles*			2 0		2½			1*s.*	Yes.	None.	None.
Lead ashes, *in bags* [station to station].			1 3		2						
Lead, sheet and piping			2 0		2½			1*s.*	Yes.	None.	None.
Lead, *red and white*			Do.		Do.						
Lime salt [station to [station].			1 3		2						
Linseed meal [station to station].			Do.		Do.						
Litharge [station to station].			Do.		Do.						
Logwood, *ground or chipped* [station to station].			Do.		Do.						
Marble, *in blocks*			2 0		2½			1*s.*	Yes.	None.	None.
Metal sheathing, *new or old* [station to station].			1 3		2						
Millboards	4*d.*	None.	2 0	3 miles.	2½	6*d.*	Yes.				
Molasses			Do.		Do.			1*s.*	Yes.	None.	None.
Muriate of iron, *in casks*			Do.		Do.						
Mustard seed, *for grinding*			Do.		Do.						
Myrobalans [station to station].			1 3		2						
Nickel ore [station to station].			Do.		Do.						
Nitrate of lead [station to station].			Do.		Do.						
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut			2 0		2½						
Cod			Do.		Do.						
Cotton seed			Do.		Do.						
Lard			Do.		Do.						
Linseed			Do.		Do.						
Palm			Do.		Do.						
Pine			Do.		Do.						
Rapeseed			Do.		Do.						
Seal			Do.		Do.						
Train			Do.		Do.						
Whale			Do.		Do.						
Onions, *in brine, in ton lots*			Do.		Do.						
Osiers and twigs, *green and wet.*			Do.		Do.			1*s.*	Yes.	None.	None.
Paper, coarse, *for wrapping goods or printing newspapers.*			Do.		Do.						
Paper, *waste*			Do.		Do.						
Paraffin Wax			Do.		Do.						
Pasteboard			Do.		Do.						
Pears, *common*			2 6		3						
Perry, *in casks*			2 0		2½						
Pitch			Do.		Do.						
Pumice stone			Do.		Do.						
Putty			Do.		Do.						
Quercitron bark			Do.		Do.						
Rags [station to station]			1 3		2						
Railway springs [station to station].			Do.		Do.						
Rice			2 0		2½						
Rosin			Do.		Do.						
Rottenstone			Do.		Do.			1*s.*	Yes.	None.	None.
Saltpetre			Do.		Do.						

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Scrap steel [station to station.]			*s.* *d.* 1 3		*d.* 2						
Seal skins, *wet and salted*			2 0		2½						
Seeds, *agricultural, at owner's risk.*			Do.		Do.						
Sheep skins, *in casks*			Do.		Do.						
Sheep wash, *in casks*			Do.		Do.						
Shovel moulds			Do.		Do.						
Shumac			Do.		Do.						
Silicate of soda	4*d.*	None.	Do.	3 miles	Do.	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Size, *in casks*			Do.		Do.						
Skins, *in casks*			Do.		Do.						
Slate slabs, *not in cases, at owner's risk.*			Do.		Do.						
Slate slabs, *in cases*			Do.		Do.						
Soap			Do.		Do.						
Spade trees			Do.		Do.						
Split peas			Do.		Do.						
Stannite of soda [station to station.]			1 3		2						
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*	Special contract.										
Stearine [station to station].			1 3		2						
Steel, *blistered* [station to station].			Do.		Do.						
Stone, *carved, for building purposes, at owner's risk* [station to station].			Do.		Do.						
Sugar (*raw or refined*), *in casks and bags.*			2 0		2½			1*s.*	Yes.	None.	None.
Sulphate of alumina [station to station].			1 3		2						
Sulphate of copper [station to station].			Do.		Do.						
Sulphate of soda [station station].			Do.		Do.						
Sulphate of zinc [station to station].			Do.		Do.						
Syrup [station to station]			Do.		Do.						
Tallow			2 0		2½						
Tar			Do.		Do.						
Terra japonica			Do.		Do.						
Tiles, *ornamental, encaustic, and tesselated.*			Do.		Do.						
Tiles, *roofing, ridge, paving (quarries), at company's risk.*			Do.		Do.			1*s.*	Yes.	None.	None.
Tin, *in blocks, ingots and boxes.*			Do.		Do.						
Treacle			Do.		Do.						
Turntables, *in parts*			Do.		Do.						
Valonia			Do.		Do.						
Vegetables, 1 *ton and under 3 tons, including all kinds except as follows:*—[station to station].			1 3		2						
Vegetables, viz.:—											
Carrots, Mangel Wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*			Do.		Do.						
Verjuice, *in casks*			2 0		2½						
Vinegar, *in casks*	4*d.*	None.	Do.	miles	Do.	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Vitriol stone			Do.		Do.						
Washing powder and paste			2 6		3						
Woad			2 0		2½						
Wood acid, *in casks*			Do.		Do.						
Woods, viz.:—											
Boxwood [station to station].			1 3		2						
Camwood [station to station].			Do.		Do.						
Cedar [station to station].			Do.		Do.						
Ebony [station to station].			Do.		Do.						
Firewood, *prepared, less than 3 tons* [station to station].			Do.		Do.						
Lignum vitæ [station to station].			Do.		Do.						
Lima wood [station to station].			Do.		Do.						
Maple [station to station].			Do.		Do.						
Nicaragua [station to station].			Do.		Do.						
Rose wood [station to station].			Do.		Do.						
Sapan wood [station to station].			Do.		Do.						
Satin wood [station to station].			Do.		Do.						
Snake wood [station to station].			Do.		Do.						
Tulip wood [station to station].			Do.		Do.						
Walnut wood [station to station].			Do.		Do.						
Zebra wood [station to station].			Do.		Do.						
Other furniture woods not specified [station to station].											
Zinc, *ingots, &c.*			2 0		2½			1*s.*	Yes.	None.	None.
Zinc-white, or oxide of zinc			Do.		Do.						

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.*			*s. d.* 4 2		*d.* 4½						
Air stoves			Do.		Do.						
Albumen			Do.		Do.						
Ale and porter, *bottled, in cases, casks, and hampers.*			2 6		3						
Alkanet root			Do.		Do.						
Alizaine			Do.		Do.						
Aloes, *in casks*			Do.		Do.			1*s.*	Yes.	None.	None.
Alva marina or dry sea weed, *for upholsterers' purposes.*			Do.		Do.						
Annatto			Do.		Do.						
Archil			Do.		Do.						
Arrow root			Do.		Do.						
Arsenic			Do.		Do.						
Bacon and hams, *packed*	4*d.*	None.	2 0	3 miles	2½	6*d.*	Yes.				
Bagging			Do.		Do.						
Baking powder			2 6		3						
Bark, *tanners', loose* [station to station].			2 0		2½						
Bass mats			2 0		Do.						
Bedsteads, *common wood*			2 6		3						
Bedsteads, *iron, in cases or bundles.*			2 0		2½			1*s.*	Yes.	None.	None.
Beef, *in casks*			Do.		Do.						
Besoms, *birch* [station to station].			1 3		2						
Bichrome			2 0		2½						
Biscuit,			Do.		Do.						
Blacking			Do.		Do.			1*s.*	Yes.	None.	None.
Black lead			Do.		Do.						
Bladders, *in casks*			Do.		Do.						
Boilers, *under 1 ton in 1 waggon* [station to station].			1 3		2						
Boilers, 30 *feet and under 45 feet.*	Special contract.										
Bone Flats [station to station].			1 3		2						
Bones, *loose, other than for size or manure.*			Do.		Do.						
Boracic acid			2 6		3						
Borax			Do.		Do.			1*s.*	Yes.	None.	None.
Brass			Do.		Do.						
Brass, *scrap*			Do.		Do.						
Brass wire			Do.		Do.						
Bread			Do.		Do.						
Bricks, *Bath or Flanders* [station to station].			1 3		2						
Broom and mop handles [station to station].			Do.		Do.						
Buckles, *brass*			2 6		3						
Bump			Do.		Do.						
Butter, *in casks or boxes*			2 0		2½						
Camata			2 6		3						
Camatina			Do.		Do.						
Canary seed			Do.		Do.			1*s.*	Yes.	None.	None.
Candles, *except wax*			Do.		Do.						
Candlewick			Do.		Do.						
Canvas			Do.		Do.						
Cardamoms, *in casks*			Do.		Do.						
Carpeting			Do.		Do.						
Caraway seed			Do.		Do.						
Carriage and cart springs, axles, and steps [station to station].			1 3		2						
Catsup, *in casks*			2 6		3			1*s.*	Yes.	None.	None.
Chain harrows [station to station].			1 3		2						
Chains and traces, *in casks* [station to station],	4*d.*	None.	Do.	3 miles	Do.	6*d.*	Yes.				
Chains, *small, not exceeding ½ inch, loose* [station to station].			Do.		Do.						
Cheese, *packed*			2 6		3						
Chicory, *prepared*			Do.		Do.						
Chimney pots, *earthenware, at company's risk.*			Do.		Do.						
China, *in casks or crates*			Do.		Do.						
Chocolate			Do.		Do.						
Cider, *bottled, in cases, casks, or hampers.*			Do.		Do.						
Clod crushers			2 0		2½						
Clover seed, *at company's risk.*			2 6		3						
Cocoa			Do.		Do.			1*s.*	Yes.	None.	None.
Cocoa nuts			Do.		Do.						
Codilla			Do.		Do.						
Coffee			Do.		Do.						
Confectionery, *in hogsheads*			Do.		Do.						
Copper			Do.		Do.						
Copper coin			Do.		Do.						
Copper *scrap*			Do.		Do.						
Cordage			Do.		Do.						
Coriander seed			Do.		Do.						
Cotton twist			Do.		Do.						
Cotton waste			Do.		Do.						
Cranberries			Do.		Do.						
Cranework *of wood, and damagable iron, in parts*			Do.		Do.						

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
Crematine	4*d.*	None	*s. d.* 2 6	3 miles	*d.* 3	6*d.*	Yes.	1*s.*	Yes.	None	None.
Crucibles, *at owner's risk*			Do.		Do.						
Cudbear			Do.		Do.						
Currants, *grocers'*			Do.		Do.						
Dates			Do.		Do.						
Disinfecting fluid, *in casks or tins.*			Do.		Do.						
Drugs, *in casks or bales*			Do.		Do.						
Drysalteries, *not elsewhere specified, in casks.*			Do.		Do.						
Dyes, *liquid, in casks*			Do.		Do.						
Earthenware, *in casks and crates.*			Do.		Do.						
Edge tools			Do.		Do.						
Eggs, *in crates or boxes*			2 0		2½						
Emery			2 6		3						
Emery paper			Do.		Do.						
Engines, *steam, portable, weighing 3 tons and upwards.*	Special contract.										
Felspar, [station to station]	4*d.*	None	1 3	3 miles	2	6*d.*	Yes.	1*s.*	Yes.	None	None.
Felt, do. do.			Do.		Do.						
Figs			2 6		3						
Files			2 0		2½						
Filters, stoneware			Do.		Do.						
Fire clay ware, *at company's risk, viz.:—* Chimney cans, vent linings, and other fire clay ware, *unspecified.*			Do.		Do.						
Fire engines, *steam or otherwise, 3 tons or upwards.*	Special contract.										
Fish.—*Thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.* [Station to station].	4*d.*	None	1 3	3 miles	2	6*d.*	Yes.	1*s.*	Yes.	None	None.
Fish.—Shellfish, *at owner's risk.*			4 2		4½						
Cockles			Do.		Do.						
Limpets			Do.		Do.						
Mussels			Do.		Do.						
Periwinkles			Do.		Do.						
Whelks			Do.		Do.						
Flax			2 0		2½						
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*			Do.		Do.						
Flax waste			Do.		Do.						
Flocks			Do.		Do.						
Forges, *portable*			Do.		Do.						
Frying pans			2 6		3						
Garancine			Do.		Do.						
Ginger			Do.		Do.						
Ginger beer			Do.		Do.						
Glass beads, *in casks or cases, at sender's risk.*			Do.		Do.						
Glass, flint, *at sender's risk*			Do.		Do.						
Glass, crown, *in boxes and crates.*			Do.		Do.						
Glass, window and rough plate, *at sender's risk.*			Do.		Do.						
Glue			2 0		2½						
Glue pieces, *dry*			Do.		Do.						
Goat's hair			Do.		Do.						
Granilla			Do.		Do.						
Granite, *polished and dressed, in cases.*			Do.		Do.						
Grapes, foreign, *as imported, at owner's risk.*			2 6		3						
Gums *of all sorts*			Do.		Do.						
Gun barrels, *rough*			2 0		2½						
Gutta percha, *unmanufactured,* [station to station].			1 3		2						
Hair, *plasterers'*, [station to station].			Do.		Do.						
Hammer heads, [station to station].			Do.		Do.						
Hammer shafts, [station to station].			Do.		Do.						
Hardware	Special.		2 0		2½			1*s.*	Yes.	None	None.
Hay, *hydraulic pressed*	Do.										
Hay, *station to station, at owner's risk, 30 cwt. per waggon, minimum.*											
Hearth rugs			2 6		3			1*s.*	Yes.	None	None.
Hemp, [station to station].	4*d.*	None	1 3	3 miles	2	6*d.*	Yes.	1*s.*	Yes.	None	None.
Hemp seed, [station to station.			Do.		Do.						
Hemp warps, *packed,* [station to station].			Do.		Do.						
Hides, kips, and sheepskins, *green or market, at owner's risk.*			2 0		2½						
Hoes			Do.		Do.						
Hogsheads, *not being returned empties.*			Do.		Do.						
Hoofs and horns, *cow and ox, loose,* [station to station].			1 3		2						
Horn tips, *loose,* [station to station].			Do.		Do.						
Hurdles, *iron or wood,* [station to station].			Do.		Do.						

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Ice, *loose*			2 6		2½*d.*			1*s.*	Yes.	None	None.
India rubber			Do.		Do.			Do.	Do.	Do.	Do.
Iron buckles, [station to station].			1 3		2*d.*						
Iron hinges, [station to station].			Do.		Do.						
Iron holloware, *in hogsheads.*			2 6								
Iron liquor			Do.								
Iron palisades			Do.								
Iron safes			Do.								
Iron screws			Do.								
Iron spoons			Do.								
Iron wire, *bright*			Do.								
Ivory black			Do.								
Japan and tin ware, *in casks or cases.*			Do.								
Kelp			Do.								
Lac, *of all sorts*			Do.								
Lard, *in casks, boxes, and tins.*			Do.								
Lasts, *packed*			Do.								
Leather, *undressed*			Do.								
Lemonade			Do.								
Lemons			Do.	3 miles	3*d.*						
Lemon juice			Do.								
Lemon peel, *in casks*			Do.								
Locks			Do.								
Locomotive tubes			Do.								
Machinery, *heavy*			Do.								
Madders			Do.								
Malt crushers			Do.								
Marble, *in cases*			Do.								
Marble, *sawn into slabs, but cemented together.*			Do.								
Mastic			Do.								
Matches, *wood splints for, packed.*			Do.								
Matchetts			Do.								
Mats and matting (*except cocoa-nut matting*).			Do.								
Mexican fibre			Do.								
Millstones			Do.								
Mineral water, *in casks*			Do.								
Mohair			2 0								
Moss, *in bales*			Do.								
Mungo			Do.								
Munjeet			Do.								
Naphtha, *in casks or iron drums.*			Do.								
Netting, *fishing and garden, in bales.*			Do.								
Nickel			Do.								
Nuts	4*d.*	None	Do.			6*d.*	Yes.	1*s.*	Yes.	None	None.
Oakum			Do.								
Oils, *in casks and iron drums, not otherwise specified.*			Do.								
Old clothes			Do.								
Onions, *in brine, less than 1 ton.*			Do.								
Oranges			Do.								
Orchilla weed			Do.								
Osiers and twigs, *brown*			Do.								
Osnaburgs			Do.								
Oxalic acid			Do.								
Paints and colours, *in casks.*			Do.								
Palm leaves			Do.								
Paper hangings			Do.								
Pearl shells			Do.								
Pelts, *dry*			Do.								
Perry, *bottled, in cases, casks, or hampers.*			Do.	3 miles	2½*d.*						
Piassava			Do.								
Picker bends			Do.								
Pins, *metal, in boxes*			Do.								
Pipes, *empty, not being returned empties.*			Do.								
Pork, *in casks*			Do.								
Prussiate of potash			Do.								
Potatoes, *preserved*			Do.								
Powder blue			Do.								
Printing machines, *at owner's risk.*			Do.								
Provisions, *salt*			Do.								
Prunes			Do.								
Puncheons, *new, empty*			Do.								
Quicks, shrubs, and trees			Do.								
Rabbit skins, *undressed*			Do.								
Raisins			Do.								
Ridges, *not declared, at owner's risk.*			Do.								
Ropes, *new, including wire ropes.*			Do.								
Sad irons			Do.								
Safety boxes			Do.								
Safflower			Do.								
Sago			Do.								
Sal ammoniac			Do.								
Sand paper			Do.								
Sarsaparilla			Do.								
Sassafras			Do.								
Saws			Do.								
Screw jacks			Do.								
Screws			Do.								
Scythe stones, *loose, at owner's risk.*			Do.								

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Scythe stones, *packed* - Seeds, *agricultural, at company's risk.* Sheeps' guts, *in casks* - Shoddy - - - - Shoe pegs - - - - Shot, *small, in bags* - - Signal posts, and materials belonging thereto, *not less than* 1 *ton per waggon* Silk waste *undressed* - Sink traps - - - - Sizing - - - - Slates, writing - - - Slate pencils - - - Smalts - - - - Soda water - - - - Soldiers' clothing - - Spades and shovels, *iron* - Spetches, *dry* - - - - Spirit of tar, *in casks or iron drums.* Starch - - - -	4*d.*	None.	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Steam ploughs and machinery attached, *when weighing* 3 *tons or more.*	Special contract.										
Steel bars and bundles [station to station.] Stone blue [station to station.] - - Stone, *carved for builders' purposes, at Company's risk* [station to station.]	4*d.*	None -	1*s.* 3*d.*	3 miles	2*d.*						
Sugar, *lump, loose* - - Sugar mills - - - - Sugar moulds and pans - Sugar of lead - - -	4*d.*	None -	2*s.* 6*d.*	3 miles	3*d.*						
Tarpaulings - - - Tartaric acid - - - Terra cotta casts - - Tincal - - - - - Tinfoil - - - - Tin scrap - - - - Tinware, *in casks or cases* Tobacco, *leaf* - - - Tow - - - - - Treenails - - - - Turmeric - - - -	4*d.*	None -	2*s.*	3 miles	2½*d.*						
Turpentine, *in casks* - Twine - - - - - Type, *old* - - - - Umbrella stretchers - - Varnish, *in casks and iron drums.* Vegetables, *above* 3 *and under* 20 *cwts., minimum charge,* 3 *cwts.* Vegetable ivory - - - Vegetable wax - - - Verdigris - - - - Vices - - - - -	4*d.*	None -	2*s.* 6*d.*	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Washers - - - - Weft, *cotton* - - - Weighing machines, *at owner's risk.* Weighing machines, *large* Whetstones - - - Window sashes and mouldings *at owner's risk.* Wool - - - - -	4*d.*	None -	2*s.*	3 miles	2½*d.*						
Yarn, *coir or hemp* - - Yarn, *linen and cotton, packed.* Yeast, *in casks, ton lots* - Yellow berries - - - Zinc sheets - - -	4*d.*	None -	2*s.* 6*d.*	3 miles	3*d.*						

3. State in the following Table the charges for the conveyance of the various articles named between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *except clod crushers, and steam ploughs, at owner's risk.* Almonds, *in shell* - - Aloes, *in hampers or boxes.* Ammonia, *liquid, in carboys.* Angelica root - - -	4*d.*	None.	4*s.* 2*d.*	3 miles	4½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Asparagus	4*d.*	None.	4*s.* 2*d.*	3 miles	4½*d.*						
Bacon and hams, *loose*	4*d.*	None.	2*s.*	3 miles	2½*d.*						
Bark, *Peruvian*											
Bees' wax											
Bellows	4*d.*	None.	2*s.* 6*d.*	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None	None.
Bells, *of all kinds*											
Black beer	4*d.*	None.	2*s.*	3 miles	2½*d.*						
Blankets	4*d.*	None.	2*s.* 6*d.*	3 miles	3 *d.*						
Blocks, *ships'*	4*d.*	None.	2*s.*	3 miles	2½*d.*						
Blowing engines	4*d.*	None.	2*s.* 6*d.*	3 miles	3*d.*						
Boats or cobles *minimum charge 1 ton per wagon.*	Special.										
Bobbins	4*d.*	None.	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None	None.
Boilers, 45 *feet and above*	Special.										
Books											
Boots and shoes (*including goloshes*), *in casks, cases, or boxes.*											
Bristles											
Brooms, broom heads, and brushes.											
Buckets and pails											
Buckram											
Butter, *in casks and tubs*											
Buttons											
Calicoes											
Canada stoves											
Candied peel											
Canes and rattans, *packed*											
Cardamoms, *in boxes or hampers,*											
Cards and railway tickets											
Carpet bags											
Cassia lignea											
Castings, *at company's risk, not otherwise enumerated.*											
Castor oil, *in boxes, casks, or iron drums.*											
Cheese, *loose*											
Clocks, *American and Dutch.*	4*d.*	None.	2*s.* 6*d.*	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None	None.
Clogs, *in casks, cases, or boxes.*											
Combs											
Confectionery, *in boxes or cases.*											
Conservatories and hot-houses, *in parts, at owner's risk.*											
Copper boilers											
Copper rollers											
Cordials and sweets, *in casks or hampers.*											
Corkwood											
Cotton slops, *in bales*											
Cotton stays, *in cases*											
Cotton warps, *in bundles*											
Cowries											
Crinoline steel											
Crucibles											
Cutlery											
Drugs, *in boxes or hampers.*											
Drysalteries, *in boxes or hampers, and not otherwise specified.*											
Fenders, *at owner's risk*											
Fire engines — *steam or otherwise — 1 ton and under 3 tons.*	Special.										
Fire escapes, *minimum of 1 ton per waggon.*											
Fire irons	4*d.*	None.	2*s.*	3 miles	2½*d.*	6*d.*	Yes.	1*s.*	Yes.	None	None.
Fish, viz.:— *Herrings and sprats in any state not otherwise named.* Kippered Salmon. All other fish partially cured, smoked, or dried. Shellfish, say— Cockles, Limpets, Mussels, Periwinkles, and Whelks, *at company's risk.* Oysters											
Flannel											
Floor cloth, *not exceeding 10 feet in length.*	4*d.*	None.	2*s.* 6*d.*	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None	None.
French plums											
Fruit, *ripe*											
Fur off rabbit skins											
Galls											
Gas and water meters											
Gelatine											
Glass, *flint and rough plate.*											
Glass retorts											
Goods, *heavy, not specified*											
Grates, *polished, at owner's risk.*											
Grates, *common*											
Groceries, *mixed packages*											
Guns and pistols											
Gutta percha, *manufactured.*											

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Hair, *upholsterers'*											
Harness											
Hatters' wool											
Hides, kips, and sheepskins, *dry, loose.*											
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*	4*d.*	None	2 6	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Honey											
Hops											
Hosiery											
India-rubber goods											
Indigo											
Ink, printers'											
Iron girders, *exceeding 15 feet in length.*	Special.										
Iron pots, *loose*			Do		3*d.*						
Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.*			Do.		3*d.*						
Iron spoutings and connexions, *at company's risk.*			Do.		3*d.*						
Iron trays			2 0		2½*d.*						
Iron wire fencing			Do.		2½*d.*						
Japan and tin ware *in hampers or crates.*			2 6		3*d.*						
Joiners' work, *not elsewhere specified.*			Do.		3*d.*						
Kamptulicon			Do.		3*d.*						
Knife cleaners			Do.		3*d.*						
Lamp black			Do.		3*d.*						
Lard, *in casks or tubs*			Do.		3*d.*						
Leather, *dressed*			Do.		3*d.*						
Linens, *in bales, boxes, cases, packs, and trusses.*			Do.		3*d.*						
Liquorice			Do.		3*d.*						
Lithographic stones, *at owner's risk.*			Do.		3*d.*						
Looms, *at owner's risk*			Do.		3*d.*						
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*			Do.		3*d.*						
Mangles, *at owner's risk*			Do.		3*d.*						
Mattresses (*when not as household furniture*).			Do.		3*d.*						
Meats, *preserved*			Do.		3*d.*						
Mineral water, *in boxes or hampers.*			Do.		3*d.*						
Muskets, *in cases*			Do.		3*d.*						
Mustard			Do.		3*d.*						
Nails, *copper and brass*			Do.		3*d.*						
Oil and varnish, *in basketed tins.*			Do.		3*d.*						
Oilcloth table covers	4*d.*	None	Do.	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Organs and organ work, *loose, at owner's risk*			4 2		4½*d.*						
Osiers and twigs, *white*			2 6		3*d.*						
Ovens, *common*			Do.		3*d.*						
Paints and colours, *in hampers and boxes.*			Do.		3*d.*						
Paper *fine, writing, blotting, tissue, and fancy.*			Do.		3*d.*						
Pens, *steel, from makers*			Do.		3*d.*						
Pepper			Do.		3*d.*						
Phosphorus, *in tins, hermetically sealed.*			Do.		3*d.*						
Pickles			Do.		3*d.*						
Pimento			Do.		3*d.*						
Plumbago			Do.		3*d.*						
Rabbit skins, *dressed*			Do.		3*d.*						
Reeds and rushes, *packed*			Do.		3*d.*						
Refiners' sweepings			Do.		3*d.*						
Rugs, *woollen*			Do.		3*d.*						
Saddlers' ironmongery			Do.		3*d.*						
Saddlery			Do.		3*d.*						
Ships' sails			Do.		3*d.*						
Sardines			Do.		3*d.*						
Scales and scale beams			Do.		3*d.*						
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*			Do.		3*d.*						
Scythes			Do.		3*d.*						
Seal skins, *dry*			Do.		3*d.*						
Shells, *in cases or casks*			Do.		3*d.*						
Sickles			Do.		3*d.*						
Silver ore			Do.		3*d.*						
Skins, *fine, imported, such as deer, fox, goat, kid, musquash and nutria.*			Do.		3*d.*						
Slate slabs, *not in cases, at company's risk.*			Do.		3*d.*						
Small wares			Do.		3*d.*						
Snuff			Do.		3*d.*						
Scented soap			Do.		3*d.*						
Spanish juice			Do.		3*d.*						
Spermaceti, *in boxes*			Do.		3*d.*						
Stags' horns			Do.		3*d.*						
Stationery, *general*			Do.		3*d.*						
Steam engines, *portable, under 3 tons.*	Special.										
Sugar candy											
Tacks	4*d.*	None	2 6	3 miles	3*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Tapes											
Tapioca											
Tea											

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Tents or marquees, *minimum 1 ton per waggon, where more than one used.*	Special.										
Theatrical scenery, panoramas, &c., *in cases, at owner's risk.*	4*d.*	None	4 2	3 miles	4½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Thread, *cotton, and linen*			2 6		3*d.*						
Tobacco, *manufactured* -			Do.		3*d.*						
Tonquin beans - - -			Do.		3*d.*						
Toys *of all kinds in cases*			4 2		4½*d.*						
Turnery ware - -			2 6		3*d.*						
Turpentine, *in basketed tins*			Do.		3*d.*						
Ultramarine - - -			Do.		3*d.*						
Umbrellas - - -			Do.		3*d.*						
Vegetables, *in lots of 3 cwts., or under.*			Do.		3*d.*						
Veneers - - - -			4 2		4½*d.*						
Venetian blinds - -			Do.		4½*d.*						
Vinegar, *in cases* - -			2 6		3*d.*						
Wadding - - - -			Do.		3*d.*						
Washing and wringing machines, *at owner's risk*			Do.		3*d.*						
Watch glasses - - -			Do.		3*d.*						
Whalebone - - -			Do.		3*d.*						
Wheels, *coach and carriage, at owner's risk.*			Do.		3*d.*						
Window frames, *cast iron*			Do.		3*d.*						
Wines and spirits, *in casks and cases.*			Do.		3*d.*						
Wines, British, *in casks or hampers.*			Do.		3*d.*						
Yarn, *linen and cotton, loose.*			Do.		3*d.*						
Yarn, *packed in cans* -			Do.		3*d.*						
Yarn, *woollen and worsted*			Do.		3*d.*						

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery.	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the Articles included in the Fourth Class, of the Clearing House Classification. Appendix CP. Acetic acid and straw being carried by special contract,	4*d.*	None.	*s. d.* 4 2	3 miles	4½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*)		(*b.*)		(*c.*)	(*d.*)		(*e.*)		(*f.*)	(*g.*)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Alabaster ornaments and figures, *at company's risk.*											
Aluminium											
Amber											
Basket carriage and gig bodies, *at owner's risk.*											
Bath chairs, *packed, at owner's risk.*											
Billiard tables, slate beds of											
Bonnet fronts, *at company's risk.*											
Bonnet shapes											
Bonnets											
Chairs, *new, Windsor and common.*											
China, *in boxes*											
Cigars											
Cinnamon											
Clocks, *English and French*	4*d.*	None.	4*s.* 2*d.*	3 miles.	4½*d.*						
Cornice poles											
Crape											
Crinolines											
Chandeliers and gasoliers											
Elephant's teeth											
Embroidery											
Engravings											
Feathers											
Fish, fresh, *all sorts, not otherwise specified.*											
Fish, shell, *crabs and lobsters.*											
Furniture, *packed in cases and frames.*											
Furniture, *in mats, or loose, at owner's risk.*											
Furs											
Game											
Glass, *stained, plate, and shades, at owner's risk.*											
Gloves						6*d.*	Yes.	1*s.*	Yes.	None.	None.
Hats, *of all kinds*											
Ivory											
Lace											
Millinery											
Mirrors, *at owner's risk*											
Mushrooms											
Musical instruments	4*d.*	None.	5*s.* 0*d.*	3 miles.	5*d.*						
Organs and organ work, *loose, at company's risk.*											
Papier maché goods, *except trays.*											
Parchment											
Perambulators, *in cases, crates, and boxes.*											
Perfumery											
Pianos, *packed*											
Pictures											
Poultry, *alive,*											
Ribbons											
Sewing machines											
Silk, *manufactured*											
Silk, *raw*											
Sponge, Turkey, *in cases*											
Stucco figures, *packed, at company's risk.*											
Teazles	4*d.*	None.	4*s.* 2*d.*	3 miles.	4½ *d.*						
Tin ware, *loose*											
Tortoise shell											
Turtle											
Velvet, *silk*											
Ventilators											
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*											

Newry and Armagh Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*)		(*b.*)		(*c.*)	(*d.*)		(*e.*)		(*f.*)	(*g*)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids, and other highly corrosive articles.	Special contract.										
Basket carriage bodies and Bath chairs, *at company's risk.*	4*d.*	None.	4*s.* 2*d.*	3 miles	4½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Caravans, *showmen's and others.*	Special contract.										
Carriage bodies, *finished, in cases.*	4*d.*	None.	4*s.* 2*d.*	3 miles	4½*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None.
Railway carriages, on their own wheels.	Special contract.										
Boilers, of unusual dimensions.	Do.	do.									
Contractors' waggons and materials (*excepting rails and chairs*).	2*d.* per ton per mile; station to station.										
Furniture, *in mats or loose.*	Special contract.										
Furniture, *in vans, carts, or frames.*	Do.	do.									
Forgings or castings, above 6 tons.	Do.	do.									
Gunpowder - - -	Do.	do.									
Lucifer matches, and other inflammable articles.	Do.	do.									
Locomotive engines and tenders, on their own wheels.	Do.	do.									
Petroleum and photogenic oil.	Do.	do.									
Railway waggons - -	Do.	do.									
Statuary - - - -	4*d.*	None.	5*s.*	3 miles	5*d.*	6*d.*	Yes.	1*s.*	Yes.	None.	None
Returned empty packages	1*d.* each per 20 miles; above 100, 3*d.*										
Small parcels - - -	4*d.* each.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — They are not.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — Exceptions are caused by other companies competing for the traffic to stations on this line.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Conveyed at railway company's risk except in special cases.

5. If not, state in what respects you depart from this condition. — When carried by special contract.

6. Do you undertake to deliver the traffic of articles in this return within a specified time. — Yes, as a general rule,

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 24 hours.

9. What charge for warehousing is made after the period has expired? — According to class and description of goods.

10. What charge do you make for demurrage of waggons? — 3*s.* per day (24 hours).

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes, but the same facilities for return traffic is not accorded to this line by the Dublin and Belfast Junction and Ulster Railway Companies.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes; on this line.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Receiving companies forward to nearest station to destination on their lines, charging (if to pay) the sending company's charges forward as paid on and accounting to that company for same.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

CORK AND BANDON RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this Return refers, and state their respective lengths.

Cork and Bandon Railway.—Cork to Bandon	20 miles
Cork and Kinsale Junction Railway, 24 miles.—	
Junction to Kinsale	10¼ ,,
Total miles	30¼

NOTE.—The Cork and Kinsale Junction Railway is worked by the Cork and Bandon Railway Company under contract for five years, ending June 27th 1868.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.* per ton.	No smaller charge on any consignment than 8*d.* for any distance, and no lesser weight than 56 lbs. conveyed per "Goods" train.	From 6½ to 10 miles.	1½*d.*	—	—	—	—	—
Cannel	Do.	Do.	Do.	Do.	—	—	—	—	—
Chromate ores	Do.	Do.	Do.	Do.	—	—	—	—	—
Cinders	Do.	Do.	Do.	Do.	—	—	—	—	—
Clay	Do.	Do.	Do.	Do.	—	—	—	—	—
Coal	1*s.* 10*d.* per ton.	5 tons	From 6½ to 24 miles.	Nil.	—	—	—	—	—
Coke	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—
Compost	Do.			Do.	—	—	—	—	—
Coprolites, *for manure*	Do.			Do.	—	—	—	—	—
Culm	Do.			Do.	—	—	—	—	—
Draining pipes and tiles (*com. for agricultural draining*).	2*s.* 6*d.* per ton.			3*d.*	—	—	—	—	—
Dross	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—
Fire bricks and clay	2*s.* per ton.			2½*d.*	—	—	—	—	—
Flagstones	Do.			Do.	—	—	—	—	—
Granite, *undressed*	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—
Gravel	Do.			Do.	—	—	—	—	—
Iron ore	Do.			Do.	—	—	—	—	—
Iron, *pig*	Do.			Do.	—	—	—	—	—
Iron stone	Do.			Do.	—	—	—	—	—
Limestone	Do.			Do. See general remarks.	—	—	—	—	—
Manure, *in bulk*	Do.			1½*d.*	—	—	—	—	—
Materials for road repairs.	Do.	See Bricks.	From 6½ to 24 miles.	Do.	—	—	—	—	—
Peat	2*s.* 6*d.* per ton.			3*d.*	—	—	—	—	—
Potters' earth	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—
Pyrites	Do.			Do.	—	—	—	—	—
Salt, *rock and unmanufactured.*	Do.			Do.	—	—	—	—	—
Salt, *in bulk*, including manufactured salt, when so carried	Do.			Do.	—	—	—	—	—
Sand	Do.			Do.	—	—	—	—	—
Scoriæ	Do.			Do.	—	—	—	—	—
Slag	Do.			Do.	—	—	—	—	—
Slates, *common*	2*s.* per ton.			2½*d.*	—	—	—	—	—
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—
Sulphur ore	Do.			Do.	—	—	—	—	—
Tiles	2*s.* 6*d.* per ton.			3*d.*	—	—	—	—	—
Turf	Do.			Do.	—	—	—	—	—
Zinc ore	1*s.* 6*d.* per ton.			1½*d.*	—	—	—	—	—

GENERAL REMARKS.

Special rate for Lime sent in Truck loads of 5 tons each :—

Up to 6½ miles	6*s.* per truck.
Exceeding 6½ miles, and not exceeding 15½ miles	8*s.* ,,
Exceeding 15½, and up to 24 miles	10*s.* 6*d.* ,,

Cork and Bandon Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?
4. If not, state the nature of the exceptions.

Yes; with the following exceptions:

The rates between Cork and Kinsale for 24 miles are the same as those between Cork and Bandon for 20 miles, on which distance the rates were originally struck.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?
6. If not, state in what respects you depart from this condition.

Yes (owner's risk).

7. Do you undertake to deliver this class of traffic within a specified time?

Yes, but at the stations only.

8. What time is allowed at the stations for loading and unloading this class of traffic?

24 hours.

9. What charge do you make for demurrage of waggons?

Our regulations allow us to charge 3*s.* per day or part of a day.

(B.) In Owners' Waggons.

10. State, in the following table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

This and following questions do not apply to this Railway.

CORK AND KINSALE JUNCTION RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this Return refers, and state their respective lengths.

Cork and Kinsale Junction	13¾	miles of which belongs to Cork and Bandon Railway Company.
	10¾	„ to Kinsale Junction Railway Company.
Total	24	„

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	2*s.* 2*d.*	No smaller charge on any goods consignment than 8*d.*	17¼ miles.	1½*d.*	—	—	—	—	—
Cannel					—	—	—	—	—
Chromate ores					—	—	—	—	—
Cinders					—	—	—	—	—
Clay					—	—	—	—	—
Coal	1*s.* 10*d.*		24 miles.	Nil.	—	—	—	—	—
Coke	2*s.* 2*d.*			1½*d.*	—	—	—	—	—
Compost					—	—	—	—	—
Coprolites, *for manure*					—	—	—	—	—
Culm					—	—	—	—	—
Draining pipes and tiles (*com. for agricultural draining*).	3*s.* 8*d.*			2¼*d.*	—	—	—	—	—
Dross	2*s.* 2*d.*			1½*d.*	—	—	—	—	—
Fire bricks and clay	3*s.*			2*d.*	—	—	—	—	—
Flagstones	Do.			Do.	—	—	—	—	—
Granite, *undressed*	2*s.* 2*d.*			1½*d.*	—	—	—	—	—
Gravel					—	—	—	—	—
Iron ore					—	—	—	—	—
Iron, *pig*					—	—	—	—	—
Iron stone					—	—	—	—	—
Limestone*					—	—	—	—	—
Manure, *in bulk*					—	—	—	—	—
Materials for road repairs.					—	—	—	—	—
Peat	3*s.* 8*d.*		17¼ miles.	2¼*d.*	—	—	—	—	—
Potters' earth	2*s.* 2*d.*			1½*d.*	—	—	—	—	—
Pyrites					—	—	—	—	—
Salt, *rock, and unmanufactured.*					—	—	—	—	—
Salt, *in bulk*, including manufactured salt, when so carried.					—	—	—	—	—
Sand					—	—	—	—	—
Scoriæ					—	—	—	—	—
Slag					—	—	—	—	—
Slates, *common*	3*s.*			2*d.*	—	—	—	—	—
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	2*s.* 2*d.*			1½*d.*	—	—	—	—	—
Sulphur ore	Do.			Do.	—	—	—	—	—
Tiles	3*s.* 8*d.*			2½*d.*	—	—	—	—	—
Turf	Do.			Do.	—	—	—	—	—
Zinc ore	2*s.* 2*d.*			1½*d.*	—	—	—	—	—

* Lime sent in waggon loads of 5 tons to Kinsale or any stations on Kinsale Branch, from Cork at 10*s.* 6*d.* per waggon.

Cork and Kinsale Junction Railway.—Inquiry No. 1.—*continued.*

3. Are the above charges uniformly applied between all stations on your system of railways?	Yes.
4. If not, state the nature of the exceptions?	
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At owner's risk.
6. If not, state in what respects you depart from this condition?	
7. Do you undertake to deliver this class of traffic within a specified time?	Yes.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
9. What charge do you make for demurrage of waggons?	Our regulations allow us to charge 3*s.* per day or part of day.

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs. or the equivalent measurement.

This and following questions not applicable to this railway.

DUBLIN AND BELFAST JUNCTION RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Dublin and Belfast Junction Railway	56 miles.
Banbridge Junction Railway (Leased)	7 „
	63 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your own lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it in included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.*	4 tons.	7 miles.	1½*d.*	1½*d.*	The terminal is in the charges.		Not done by company.	Nil.
Cannel, Chromate ores, Cinders, Clay	Nil.								
Coal	1*s.*	5 tons.	4 miles.	1½*d.* to 1½*d.* 15 miles is the longest distance coal is conveyed.	Nil.	Included in charges.		Not done by company.	Nil.
Coke, Compost, Coprolites, *for manure*, Culm	Nil.								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.*	4 tons.	7 miles.	1½*d.*	1½*d.*	Included in charges.		Not done by company.	Nil.
Dross, Fire bricks and clay, Flagstones, Granite, *undressed*, Gravel, Iron ore, Iron, *pig*, Iron stone	Nil.								
Lime and limestone	6*d.*	4 tons.	4 miles.	1½*d.* under 15 miles. 1½*d.* above 15 miles.	1½*d.*	Included in charges.		Not done by company.	Nil.
Manure, *in bulk*, Materials for road repairs, Peat, Potters' earth, Pyrites, Salt, *rock and unmanufactured*, Salt, *in bulk*, including manufactured salt, when so carried, Sand, Scoriæ, Slag, Slates, *common*, Stone, *in the rough state, building, pitching, paving, kerb, or flags*, Sulphur ore, Tiles, Turf, Zinc ore	Nil.								

Dublin and Belfast Junction Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Generally they are.
4. If not, state the nature of the exceptions?	When there are two routes the public have the advantage of being charged for the shortest.
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Nominally at owner's risk, but there is little risk in carrying this class of traffic.
6. If not, state in what respects you depart from this condition?	Nil.
7. Do you undertake to deliver this class of traffic within a specified time?	Within 48 hours, unless there is some arrangement to suit circumstances.
8. What time is allowed at the stations for loading and unloading this class of traffic?	One day for loading, two days for unloading.
9. What charge do you make for demurrage of waggons?	3*s.* per day is the charge, but it is seldom enforced.

(B.) In Owners' Waggons.

10. State, in the following Table, the charge on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

No traffic in owners' waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other Railway Companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	Yes.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given.	The local rates are charged, and the waggons allowed to go through.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	For large quantities of goods arrangements are at times made to take them at lower rates.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

"The Dublin and Belfast Junction and Navan Branch Railway Act, 1845," [8 & 9 Vict. c. 130.].
"Dublin and Belfast Junction Railway Amendment Act, 1847," [10 & 11 Vic. c. 100].
"Dublin and Belfast Junction Railway Act Amendment, 1850," [13 & 14 Vict. c. 11].
"The Dublin and Belfast Junction Railway Amendment Act, 1853," [16 & 17 Vict. c. 19].
"The Dublin and Belfast Junction Railway Act, 1864," [27 & 28 Vict. c. 12].

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares charged per mile	—	—	Nil.	—	—	—	2·17	3·25	1·57	2·35	0·89	1·34	—	—
Highest	—	—	Nil.	—	—	—	2·60	3·90	1·80	2·70	1·00	1·50	—	—
Lowest	—	—	Nil.	—	—	—	1·33	2·50	1·00	1·50	0·66	0·99	—	—
Maximum fares allowed by Act of Parliament	—	—	—	—	—	—	3·0	—	2·0	—	1·0	—	—	—

Dublin and Belfast Junction Railway.—Inquiry No. 5.—*continued.*

Places between which the highest rate of Passenger Fare is charged, giving the fares for each class, and the distances between the stations :—

DROGHEDA AND DUNLEER, 10 miles.

1st Class.	2nd Class.	3rd Class.
s. d.	*s. d.*	*s. d.*
2 2	1 6	0 10

DUNDALK AND PORTADOWN, 33½ miles.

1st Class.	2nd Class.	3rd Class.
s. d.	*s. d.*	*s. d.*
6 4	4 8	2 9

Places between which the lowest rate of Passenger Fare is charged, giving the fares for each class and the distances between the stations.

——	Miles.	Classes. 1.	2.	3.
		s. d.	*d.*	*d.*
Newry main line and Goraghwood - - - -	3	0 4	3	2
Dundalk and Castle Billingham - - - -	5	1 2	10	6
Scarva and Banbridge - - - - -	6¾	1 2	10	6
Scarva and Laurencetown - - - - -	4	0 9	7	4
Laurencetown and Banbridge - - - -	2¾	0 6	4	2¼
Poyntzpass and Scarva - - - - -	2½	0 6	4	2½
Tandragee and Scarva - - - - -	2½	0 6	4	2½

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

——	3rd Class.
Dunleer and Drogheda - - - - -	Single fare for return journey.
Castle Bellingham and Dundalk - - -	
Scarva and Banbridge - - - - -	

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - - 28¼ miles per hour.
„ ordinary passenger trains - - - - - 24¼ „ „
„ parliamentary - - - - - - - 20 „ „

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Distance.	——	Up to 14 lbs.	Up to 56 lbs.	Up to 112 lbs.
Miles.		*d.*	*s. d.*	*s. d.*
10	Drogheda to Dunleer - - - -	6	0 6	0 8
15½	„ Castle Bellingham - - -	6	0 7	0 9
22¼	„ Dundalk - - - -	6	0 8	0 10
37½	„ Newry Main line - - -	6	0 10	1 0
40½	„ Goraghwood - - -	6	0 10	1 2
45½	„ Poyntzpass - - -	6	0 10	1 2
48	„ Scarva - - - -	6	0 10	1 2
52	„ Laurencetown - - -	6	1 0	1 4
55	„ Banbridge - - - -	6	1 0	1 4
50½	„ Tandragee - - - -	6	1 0	1 4
56	„ Portadown - - - -	6	1 0	1 4

Dublin and Belfast Junction Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns :—

——	Charge per Mile.	Minimum Gross Charge.
		s. *d.*
Horse boxes, containing 3 horses, not exceeding £50 each in value -	8·89	8 0
Do. 2 do. do. - - -	4·60	6 0
Do. 1 do. do. - - -	3·80	4 0
Two-wheeled carriages - - - - - - -	4·12	6 0
Four- do. do. - - - - - - -	5·46	4 0
Dogs - - - - - - - - -	0·15	0 6

What is the rate of insurance on horses exceeding the above-mentioned values ?—
20*l.* per centum.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
Lower for greater distances, for instance :—

Miles.	——	Horses.			Carriages.		Dogs, each.
		1.	2.	3.	2 Wheels.	4 Wheels.	
		If one property.					
		s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*d.*
10	Drogheda to Dunleer - -	4 6	6 6	10 0	5 0	6 6	6
15½	„ Castle Bellingham	5 6	9 0	12 6	6 0	9 0	6
22½	„ Dundalk - -	6 6	10 6	15 0	8 6	12 0	6
37	„ Newry main line -	12 0	19 0	28 0	12 6	17 6	6
40	„ Goraghwood -	12 6	20 0	30 0	13 6	18 6	6
45½	„ Poyntzpass -	14 0	22 6	33 0	15 0	21 0	6
48	„ Scarva - -	15 0	24 0	35 0	16 0	22 0	6
50½	„ Tandragee -	15 6	25 0	36 0	16 6	23 0	8
56	„ Portadown -	17 0	27 6	40 0	18 0	26 0	10

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by Goods Trains.

——	Whole Trucks.				Half Trucks.				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. *d.*	*d.*	*s.* *d.*		*d.*	*d.*	*s.* *d.*	Not in use on this line.			
Fat cattle - -	8	1 3	5½	4 0	4	7½	2¾	2 0				
Lean cattle - -	10	1 3	5½	4 0	5	7½	2¾	2 0				
Sheep - - -	30	1 3	5½	4 0	15	7½	2¾	2 0				
Lambs - -	40	1 3	5½	4 0	20	7½	2¾	2 0				
Bacon pigs - -	30	1 3	5½	4 0	15	7½	2¾	2 0				
Pork pigs - -	40	1 3	5½	4 0	20	7½	3¾	2 0				
Horses in cattle trucks	5	0 7½	7½	7 6	No less number of horses conveyed at this rate.							

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations :—

——	Miles.	Full Waggon.	Half Waggon.
		s. *d.*	*s.* *d.*
Drogheda and Dunleer - - -	10	10 0	5 0
Castle Bellingham and Dundalk - -	7	8 0	4 0
Poyntzpass and Scarva - - -	2½	5 0	2 6

Dublin and Belfast Junction Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance live stock are charged, showing the charge for each description, and the distances between the stations :—

	Miles.	Per Waggon.	Half-waggon.
		s.	*s.* *d.*
Drogheda to Portadown - - -	56	25	12 6

Is there any special charge for cattle at the Royal Agricultural Society's shows? If so, state it.

The ordinary rates are charged for cattle going to agricultural shows, and they are carried back free if they have not changed owners.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

No variations.

DUBLIN AND MEATH RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Dublin and Meath Railway, 35 miles; *i.e.*, 23 miles Clonsilla to Navan; 12 miles branch, Kilmessan to Athboy. Trains run from Broadstone station, Dublin, viâ Clonsilla, Kilmessan, and Navan to Kells; that is, 7 miles on Midland Great Western Railway, Broadstone to Clonsilla, and 10 miles nearly, on Dublin and Drogheda Railway, from Navan to Kells.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station accommodation?	(*c.*) It is included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 3*d.*	5 tons	5½ and 8½ miles.	1·472*d.*	Not beyond.	None.	Yes.	Done in all cases by owner.	
Cannel	—	—	—	—	—	—	—	—	—
Chromate ores	—	—	—	—	—	—	—	—	—
Cinders	1*s.* 3*d.*	5 tons.	5½ and 8½ miles.	1·472*d.*	No 50 miles.	None.	Yes.	Owner does all.	
Clay									
Coal									
Coke									
Compost	See manure.		—	—	—	—	—	—	—
Coprolites, *for manure*	See manure.		—	—	—	—	—	—	—
Culm	1*s.* 3*d.*	5 tons.	5½ and 8½ miles.	1·472*d.*	No 50 miles.	None.	Yes.	Owner does all.	
Draining pipes (*com. for agricultural draining*).									
Dross	—	—	—	—	—	—	—	—	—
Fire bricks and clay	1*s.* 3*d.*	5 tons.	5½ and 8½ miles.	1·472*d.*	No 50 miles.	None.		Owner does all.	
Flagstones									
Granite, *undressed*									
Gravel									
Iron ore									
Iron, *pig*									
Iron stone									
Lime and limestone									
Manure, *in bulk*	1*s.* 2*d.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	
Materials for road repairs	3*s.* 4*d.*	2 tons.	Do.	2·82*d.*	Do.	Do.	Do.	Do.	
Peat	—	—	—	—	—	—	—	—	—
Potters' earth									
Pyrites	1*s.* 3*d.*	5 tons.	5½ to 8½ miles.	1·472*d.*	No 50 miles.	None.	Yes.	Owner does all.	
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	2*s.* 6*d.*	5 cwt. if in bags.	Do.	Do.	Do.	Do.	Do.	Do.	
	1*s.* 3*d.*	If in 5 ton lots.							
Sand	1*s.* 3*d.*	5 tons.	Do.	Do.	Do.	Do.	Do.	Do.	
Scoriæ	—	—	—	—	—	—	—	—	—
Slag	—	—	—	—	—	—	—	—	—
Slates, *common*	1*s.* 3*d.*	5 tons.	5½ to 8½ miles.	1·472*d.*	No 50 miles.	None.	Yes.	Owner does all.	
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*									
Sulphur ore	—	—	—	—	—	—	—	—	—
Tiles for roofs or draining.	1*s.* 3*d.*	5 tons.	5½ to 8½ miles.	1·472*d.*	No 50 miles.	None.	Yes.	Owner does all.	
Turf	3*s.* 4*d.*	2 tons.	Do.	2·82*d.*	Do.	Do.	Do.	Do.	
Zinc ore	—	—	—	—	—	—	—	—	—

Dublin and Meath Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of Railways?	Yes; as nearly as possible.
4. If not, state the nature of the exceptions?	Coals are carried in most cases at very little beyond 1*d.* a mile a ton.
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At the owner's risk.
6. If not, state in what respects you depart from this condition?	No departure.
7. Do you undertake to deliver this class of traffic within a specified time?	No specific understanding, but as a rule we deliver nearly with as great regularity as if ordinary goods.
8. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours; but a much longer space is allowed in practice.
9. What charge do you make for demurrage of waggons?	3*s.* a day; but in no case exacted up to this date.

(B.) In Owners' Waggons.

10. State, in the following table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

No traffic carried in owners' waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	No.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies when through charges are not given?	

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	On coal.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	—	—	—	—	—	—	1·98	2·98	1·48	2·22	0·98	1·46	0·98	1·46
Highest - - -	—	—	—	—	—	—	2·07	3·10	1·55	2·38	1·03	1·54	1·03	1·54
Lowest - -	—	—	—	—	—	—	1·28	1·92	0·96	1·50	0·64	1·06	0·64	1·06
Maximum fares allowed by Act of Parliament.	3	—	2	—	1	—	3	—	2	—	1	—	—	—

[The return fares per mile in this table were given by the company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.]

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Between Dublin and Trim, distance 29 miles, the fares are—

First Class.		Second Class.		Third Class.	
Single.	Return.	Single.	Return.	Single.	Return.
s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
5 0	7 6	3 9	5 9	2 6	3 9

Dublin and Meath Railway.—Inquiry No. 5.—*continued.*

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Between Athboy and Kells, distance 28 miles, the fares are—

First Class.		Second Class.		Third Class.	
Single.	Return.	Single.	Return.	Single.	Return.
s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
3 0	4 6	2 3	3 6	1 6	2 6

N.B.—The distance between these points by the high road is but seven miles.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

They are, between Navan, Bective, Kilmessan, Trim, and Athboy, at a single fare for the double journey.

Give the average speed of trains as follows :—

Average speeds of express trains, including stoppages - - - - Nil.
„ ordinary passenger trains „ - - - - 20·88 miles per hour,*
„ parliamentary „ „ - - - - Nil.

* This includes stoppages, but the ordinary rate of speed is from 25 to 35 miles an hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Rates for Parcels.

Between Dublin and	By Passenger Trains.				By Goods Trains.	
	Not exceeding			For every additional 14 lbs. or part of 14 lbs. above 28 lbs.	56 lbs.	112 lbs.
	7 lbs.	14 lbs.	28 lbs.			
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Dunboyne, and not exceeding 10 miles -	0 4	0 6	0 6	0 1½	0 4	0 6
Batterstown, „ 20 „ -	0 6	0 6	0 8	0 3	—	—
Drumree, „ 20 „ -	0 6	0 6	0 8	0 3	0 6	0 8
Kilmessan, „ 24 „ -	0 6	0 8	0 8	0 3	0 6	0 9
Trim, „ 30 „ -	0 6	0 8	0 10	0 3	0 6	0 9
Athboy, „ 40 „ -	0	0 9	1 0	0 3	0 6	0 9
Bective, „ 27 „ -	0	0 8	0 9	0 3	0 8	0 10
Navan, „ 30 „ -	0	0 8	0 10	0 3	0 8	0 10
Kells, „ 40 „ -	0 6	0 9	1 0	0 3	—	1 3

Parcels are carried between local stations (except between Navan and Kells), when under 28 lbs., at 4*d.*; under 56 lbs., 6*d.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	d.	*s. d.*
Horse boxes containing 3 horses, not exceeding £50 each in value -	9·209	13 0
Do. 2 do. do. do. -	7·144	9 0
Do. 1 do. do. do. -	4·465	5 0
Two-wheeled carriages - - - - - -	4·52	5 0
Four do. do. - - - - - -	6·809	9 0
Dogs - - - - - - - -	0·349	0 6

What is the rate of insurance on horses exceeding the above mentioned values?

The above are the rates charged when the sender signs a note holding the company free from risk, otherwise an addition of 20 per cent. is made. The company demand, where a higher value than the above is declared, a rate of five per cent. in addition to the ordinary rate of charge upon the excess of the value so declared above the sum limited as aforesaid.

Dublin and Meath Railway.—Inquiry No. 7.—*continued.*

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

RATES FOR HORSES, CARRIAGES, AND DOGS BY PASSENGER TRAINS.

Distance.	1 Horse.	If one Property.		Carriages.		Dogs.
		2 Horses.	3 Horses.	2 Wheels.	4 Wheels.	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 15 miles -	5 0	9 0	13 0	5 0	9 0	0 6
„ 25 „	9 0	14 0	18 0	9 0	14 0	0 9
„ 32 „ -	10 0	16 0	20 0	10 0	15 0	0 9
„ 40 „ -	13 6	21 6	28 0	14 0	20 0	1 0

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged on the lines included in your former return for live stock carried by goods trains:—

	Whole Trucks.				Half Trucks.				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*				
Fat cattle - -	8				4							
Lean cattle - -	10				5							
Sheep - - -	30				15							
Lambs - - -	40	1 2	0 5	3 6	20	0 7	0 2½	1 9	—	—	—	—
Bacon pigs - -	30				15							
Pork pigs - -	30				15							
Horses in cattle trucks	5 to 8				—							

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Between Kilmessan and Bective, distance three miles, the charge is 3*s.* 6*d.* per waggon, and between Bective and Navan, the same distance, the charge is the same.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Between Dublin and Dunboyne, distance 12 miles, the charge is 5*s.* per waggon.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

The cattle are carried at the ordinary rate, but if not disposed of are brought back free.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the case of railways opened since 1840 or 1850 give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	Opened August 1862.	1865.
		d.	*d.*
Single passenger fares, first class - - - -	- - -	1·98	1·98
Do. second class - - - -	- - -	1·48	1·48
Do. third class - - - -	- - -	0·98	0·98
Horses by passenger trains - - - - each	- - -	3·46	3·46
Four-wheeled carriages - - - - „	- - -	6·80	6·80
Parcels - - - - - - -	- - -	0·88 up to 28 lbs.; 0·44 for every additional 14 lbs.	
Oxen - - - - - - per head	- - -	0·74	0·74
Sheep - - - - - „	- - -	0·2	0·2
Fish - - - - - - per ton	- - -	3·21	3·21
Coal - - - - - - „	- - -	1·00	1·00
Bricks - - - - - - „	- - -	1·50	1·50
Manure - - - - - „	- - -	1·85	1·85
Iron ore - - - - - - „	- - -	1·50	1·50
Bar iron - - - - - - „	- - -	2·25	2·25

Dublin and Meath Railway.—Inquiry No. 9.—*continued.*

	1840.	Opened August 1862.	1865.
Iron castings - - - - - - - „	- - -	2·75	2·75
Stone - - - - - - - - „	- - -	1·50	1·50
Lime - - - - - - - - „	- - -	1·50	1·50
Salt - - - - - - - - „	- - -	1·50 and 2·25	1·50 and 2·25
Grain - - - - - - - - „	- - -	2·25 and 1·75	2·25 and 1·75
Flour - - - - - - - - „	- - -	2·25 and 1·75	2·25 and 1·75
Timber - - - - - - - „	- - -	2·17	2·17
Hay - - - - - - - - „	- - -	3·50	3·50
Potatoes (large lots, special rates) - - - „	- - -	2·50	2·50
Mangold wurzel - - - - - „	- - -	2·25	2·25
Goods generally, of the kind now included by the Irish Clearing House - - under the 1st class	- - -	1·44	1·44
„ 2nd do.	- - -	2·25	2·25
„ 3rd do.	- - -	2·81	2·81
„ 4th do.	- - -	3·46	3·46
„ 5th do.	- - -	4·34	4·34
„ 6th do.	- - -	5·15	5·15

IRISH NORTH-WESTERN, CLONES AND CAVAN, AND FINN VALLEY RAILWAYS.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Name of Railway.	Double Miles.	Single Miles.	Total Miles.
Irish North-western -	9	122	131
Clones and Cavan -	Nil.	15¼	15¼
Finn Valley - -	Do.	13¼	13¼
Total -	9	150½	159½

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* - -	1*s.* 3*d.*	5 tons	9 miles	1½*d.*	1½*d.*	Nil.	—	Nil.	—
Cannel - - -	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Chromate ores - -	None carried.								
Cinders - - -	Do.								
Clay - - -	Do.								
Coal - - - -	1*s.* 3*d.*	5 tons	Do.	Do.	Do.	Do.	—	Do.	—
Coke - - - -	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Compost - - -	None carried.								
Coprolites, *for manure*	Do.								
Culm - - - -	1*s.* 3*d.*	5 tons	Do.	Do.	Do.	Do.	—	Do.	—
Draining pipes and tiles (*com. for agricultural draining*).	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Dross - - - -	None carried.								
Fire bricks and clay -	1*s.* 3*d.*	5 tons	Do.	Do.	Do.	Do.	—	Do.	—
Flagstones - -	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Granite, *undressed* -	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Gravel - - - -	None carried.								
Iron ore - - -	Do.								
Iron, *pig* - - -	Do.								
Iron stone - - -	Do.								
Lime and limestone -	1*s.* 3*d.*	5 tons	Do.	Do.	Do.	Do.	—	Do.	—

Irish North-Western Railway Company.—Inquiry No. 1.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Manure *in bulk*	None carried.								
Materials for road repairs.	Do.								
Peat	Do.								
Potters' earth	Do.								
Pyrites	Do.								
Salt, *rock and unmanufactured,*	1*s.* 3*d.*	5 tons	9 miles.	1½*d.*	1½*d.*	Nil.	—	Nil.	—
Salt, *in bulk,* including manufactured salt, when so carried.	1*s.* 6*d.*	6 cwt.	Do.	2*d.*	2*d.*	Do.	—	Do.	—
Sand	None carried.								
Scoriæ	Do.								
Slag	Do.								
Slates, *common*	1*s.* 3*d.*	5 tons	Do.	1½*d.*	1½*d.*	Do.	—	Do.	—
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.	Do.	Do.	Do.	—	Do.	—
Sulphur ore	None carried.								
Tiles	1*s.* 3*d.*	5 tons	Do.	Do.	Do.	Do.	—	Do.	—
Turf	None carried.								
Zinc ore	Do.								

GENERAL REMARKS.

The districts traversed by these railways are almost exclusively agricultural. There is very little manufacture, and very little mineral traffic.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes, as near as may be.

4. If not, state the nature of the exceptions?

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk, except in the case of manufactured salt.

6. If not, state in what respects you depart from this condition?

7. Do you undertake to deliver this class of traffic within a specified time? — We undertake to convey it in the railway in reasonable time, but not to collect or deliver it to or from the station.

8. What time is allowed at the station for loading and unloading this class of traffic? — No limit is, in practice, made.

9. What charge do you make for demurrage of waggons? — We have never as yet charged demurrage.

(B.) IN OWNERS' WAGGONS.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—
All goods are conveyed in waggons belonging to the railway company.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — All our junctions with other lines are situate at stations.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

8 & 9 Vict. cap. xcvi. Dundalk and Enniskillen Railway Act, 1845.
15 Vict. cap. xliv. London and Enniskillen Railway Consolidation Act, 1852.

LONDONDERRY AND LOUGHSWILLY RAILWAY.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns.

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*		
Average fares charged per mile.	—	—	—	—	—	—	$1\frac{5}{8}$	$2\frac{1}{2}$	1	$1\frac{1}{2}$	$\frac{3}{4}$	1	—	—
Highest fares charged per mile.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lowest fares charged per mile.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Are market tickets issued; if so, between what places, and at what proportion of the single fares? — No market tickets issued.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - None.
„ „ ordinary passenger trains, including stoppages - - - } 20 miles per hour.
„ „ Parliamentary „ „ „ - - - }

INQUIRY NO. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.
Also add particulars of any important exceptions made to these general rates. — These particulars given in other return.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding £ each in value - -	None in stock, cattle trucks used.	
Do. do. 2 do. do. „ - -	Do.	Do.
Do. do. 1 horse, do. do. „ - -	Do.	Do.
Two-wheeled carriages - - - - - - - -	4*d.*	—
Four-wheeled do. - - - - - - - -	6*d.*	—
Dogs - - - - - - - - - -	$\frac{1}{2}$*d.*	—

What is the rate of insurance on horses exceeding the above-mentioned values? — Insurances not taken. Horses and cattle carried at owner's risk only.

Londonderry and Loughswilly Railway—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged on lines included in your former return, for live stock carried by goods train.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per Ton half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.										
Fat Cattle	8	10	—	—	—	—	—	—	—	—	—	—
Lean Cattle	12	10	—	—	—	—	—	—	—	—	—	—
Sheep	32	10	—	—	—	—	—	—	—	—	—	—
Lambs	40	10		—	—	—	—	—	—	—	—	—
Bacon Pigs	36	10	—	—	—	—	—	—	—	—	—	—
Pork Pigs	30	10	—	—	—	—	—	—	—	—	—	—
Horses in cattle trucks, single 4*d.*; per truck.	—	7½	—	—	—	—	—	—	—	—	—	—

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

Railway only opened December 31st 1863.

	1840.	1850.	1865.
Single passenger fares first class (all covered carriages) -	Not open.	Not open.	1½*d.* per mile.
Do. second class do. -	—	—	1*d.* „
Do. third class do. -	—	—	¾*d.* „
Horses by passenger trains - - - - each	—	—	4*d.* „
Four-wheeled Carriages - - - - - „	—	—	6*d.* „
Parcels - - - - - - -	—	—	Up to 14 lbs. ¼*d.* per mile, above, as per weight.
Oxen - - - - - per head	—	—	1*d.* per mile.
Sheep - - - - - „	—	—	½*d.* „
Fish - - - - - - per ton	—	—	5*d.* „
Coal - - - - - - - „	—	—	2½*d.* „
Bricks - - - - - - - „	—	—	Do. „
Manure - - - - - - - „	—	—	Do. „ None carried.
Iron Ore - - - - - - „	—	—	2½*d.* per mile.
Bar Iron - - - - - - „	—	—	3¼*d.* „
Iron Castings - - - - - - „	—	—	Do. „
Stone - - - - - - - „	—	—	2½*d.* „
Lime - - - - - - - „	—	—	Do. „
Salt - - - - - - - „	—	—	Do. „
Grain - - - - - - - „	—	—	3¼*d.* „
Flour - - - - - - - „	—	—	Do. „
Timber - - - - - - - „	—	—	Do. „
Hay - - - - - - - „	—	—	6*d.* „ None carried.
Potatoes - - - - - - - „	—	—	3¼*d.* per mile.
Mangold Wurzel - - - - - „	—	—	Do. „ None carried.
Goods generally, of the kind now included by the Clearing House under the 1st class	Not in Clearing House, but those specifications adopted as per Irish Clearing House with some few exceptions.		
Do. do. do. 2nd „			
Do. do. do. 3rd „			
Do. do. do. 4th „			
Do. do. do. 5th „			

NEWRY, WARRENPOINT, AND ROSTREVOR RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Newry, Warrenpoint, and Rostrevor Railway. Length, six miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded or unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article which will be taken at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
	s. d.								
Bricks, *common*	1 0	One ton.	6 miles.	About One penny.	About One penny.	6*d.* to 1*s.*	Yes.	3*d.* to 8*d.*	Yes, in the case of the Ninepenny rate.
Cannel									
Chromate ores									
Cinders									
Clay									
Coal									
Coke									
Compost	0 9								
Coprolites, *for manure*	1 0								
Culm									
Draining pipes and tiles (*com. for agricultural draining*).	1 8								
Dross	1 0								
Fire bricks and clay									
Flagstones									
Granite, *undressed*									
Gravel	0 9								
Iron ore	1 0								
Iron, *pig*	1 8								
Iron stone	1 0								
Lime and limestone									
Manure, *in bulk*									
Materials for road repairs.	0 9								
Peat									
Potters' earth	1 0								
Pyrites									
Salt, *rock, and manufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	1 8								
Sand	1 0								
Scoriæ	0 9								
Slag									
Slates, *common*	1 8								
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1 0								
Sulphur ore	1 8								
Tiles									
Turf	1 0								
Zinc ore	1 8								

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

The Newry, Warrenpoint, and Rostrevor Railway Company have only terminal stations.

4. If not, state the nature of the exceptions?

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

No.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

Two clear days, and the company assist to load and unload all traffic, and generally do all the porterage duties, to avoid demurrage.

9. What charge do you make for demurrage of waggons?

3*s.* per day.

(B.) In Owners' Waggons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

The Newry, Warrenpoint, and Rostrevor Railway Company have no such traffic.

Newry, Warrenpoint, and Rostrevor Railway.—Inquiry No. 1.—*continued.*

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — Goods booked to the most distant through station in the direction of destination, and thence re-booked.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried? — Neither.

b. Or how otherwise? — That all the traffic shall be sent by the contracting party and settlements monthly.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

9 & 10 Vict. c. 245 [1846].

WATERFORD AND TRAMORE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — Waterford and Tramore - - 7¼ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*								
Cannel	Do.								
Chromate ores	—								
Cinders	—								
Clay	—								
Coal	1*s.*								
Coke	1*s.* 6*d.*								
Compost	—								
Coprolites, *for manure*	2*s.*								
Culm	—								
Draining pipes and tiles (*com. for agricultural draining*).	1*s.*								
Dross	—								
Fire bricks and clay	1*s.* 6*d.*								
Flagstones	1*s.*								
Granite, *undressed*	Do.								
Gravel	Do.								
Iron ore	—								
Iron, *pig*	1*s.* 6*d.*								
Ironstone	—								
Lime and limestone	1*s.*	—	7¼ miles	—	—	—	—	—	—
Manure *in bulk*	Do.								
Materials for road repairs.	Do.								
Peat	—								
Potter's earth	—								
Pyrites	—								
Salt, *rock and unmanufactured.*	—								
Salt, *in bulk*, including manufactured salt, when so carried.	—								
Sand	9*d.*								
Scoriæ	—								
Slag	—								
Slates, *common*	1*s.* 6*d.*								
Stone, *in the rough state, building, patching, paving, kerb, or flags.*	9*d.*								
Sulphur ore	—								
Tiles	1*s.* 6*d.*								
Turf	—								
Zinc ore	—								

Waterford and Tramore Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
4. If not, state the nature of the exceptions?	
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Company's risk.
6. If not, state in what respects you depart from this condition?	
7. Do you undertake to deliver this class of traffic within a specified time?	Within the day.
8. What time is allowed at the stations for loading and unloading this class of traffic?	
9. What charge do you make for demurrage of waggons?	

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Nil.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

This return does not apply to this company, this being nearly exclusively a passenger line; we have, however, a uniform terminal rate for general merchandise of 2*s.* 6*d.* per ton, and for building materials a rate of 1*s.* and 1*s.* 6*d.* per ton.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1—6. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

This return does not apply to this company, this being nearly exclusively a passenger line; we have, however, a uniform terminal rate for general merchandise of 2*s.* 6*d.* per ton, and for building materials a rate of 1*s.* and 1*s.* 6*d.* per ton.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a List of the Acts of Parliament now in force, under which you are authorized to levy Tolls and Rate on the lines included in your former return.

[14 & 15 Vict.] cap. cxii. Act for making a railway from Waterford to Tramore, 24 July 1851.

[19 & 20 Vict.] cap. xxvii. Act to amend and extend the provisions of "The Waterford and Tramore Railway Act, 1851," to revise and extend their powers and increase their capital, and for other purposes, 3 July 1857.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	—	1·37	—	—	—	·82	1·37	1·96	—	—	·96	1·24	—	—
Highest	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lowest	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

Waterford and Tramore, ·85.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - 30 miles per hour.
" ordinary passenger trains " - - - do.
" parliamentary " - - - do.

Waterford and Tramore Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

This form does not apply to this Company.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages and dogs carried by passenger trains, on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding £ each in value -	—	—
Do. 2 do. do. -	—	—
Do. 1 do. do. -	—	—
Two-wheeled carriages - - - - - -	—	—
Four do. do. - - - - - - -	—	—
Dogs - - - - - - - - -	—	3*d.* each.

What is the rate of insurance on horses exceeding the above-mentioned values?

This form does not apply to this company.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged on the lines included in your former return, for live stock carried by goods trains.

This form does not apply to this company.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

—	1840.	1853.	1865.
	d.	*d.*	*d.*
Single passenger fares, first class - - - -	—	1·10	1.37
Do. second class - - - -	—	—	—
Do. third class - - - -	—	.82	·96
Horses by passenger trains - - - - each	—	—	—
Four-wheeled carriages - - - - „	—	—	—
Parcels - - - - - - -	—	—	Terminal rate 3*d.* each to 56 lbs.
Oxen - - - - - - per head	—	—	The rest of these items do not apply to this Company, this being nearly exclusively a passenger line. We have, however, a uniform terminal rate of 2*s.* 6*d.* per ton for all kinds of general merchandise, and a rate of 1*s.* and 1*s.* 6*d.* per ton for building materials.
Sheep - - - - - - „			
Fish - - - - - - per ton			
Coal - - - - - - - „			
Bricks - - - - - - - „			
Manure - - - - - - - „			
Iron Ore - - - - - - - „			
Bar Iron - - - - - - - „			
Iron Castings - - - - - - - „			
Stone - - - - - - - „			
Lime - - - - - - - „			
Salt - - - - - - - „			
Grain - - - - - - - „			
Flour - - - - - - - „			
Timber - - - - - - - „			
Hay - - - - - - - „			
Potatoes - - - - - - - „			
Mangold Wurzel - - - - - - „			
Goods generally, of the kind now included by the Clearing House under the 1st class			
Do. do. do. 2nd „			
Do. do. do. 3rd „			
Do. do. do. 4th „			
Do. do. do. 5th „			

CORK, BLACKROCK, AND PASSAGE RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

9 & 10 Vict. c. 148. Royal Assent, July 16, 1846.

BLACKPOOL AND LYTHAM RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Blackpool and Lytham Railway; length, 7½ miles.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former returns.

Act of Parliament passed in the 24 & 25 year of the reign of her Majesty Queen Victoria [c. 9] entitled "An Act "for making a Railway from Blackpool, in County of Lancaster, to Lytham, in the same County."

BRECON AND MERTHYR TYDVIL RAILWAY.

INQUIRY No. 2—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Alabaster	2 6	2 tons.	4 miles.	1½d.	—	3s.	The terminal charges are included in the figures given under column (a.), but not in those under column (b.)	Nil	—	None.
Alkali	2 6									
Alum and Alum cake	2 6									
Anchors	2 6									
Asphaltum	2 6									
Asphalte apparatus, *when sent with asphalte.*	2 6									
Axles, wheels, and tyres, *railway*	2 6									
Axles, *Bessemer made*	2 6									
Axles, wheels, and tyres, *steel, at owner's risk.*	2 6									
Baggage, *military*	0 8	—	Do.	2d.	2d.	Nil.		To be carried from stn. to stn. only.		
Bar wood	2 6							2s. 6d. ton.	Yes.	
Bark (tanners'), *packed*	3 6	Do.	Do.	1¼d.	—	3s.		Nil.	—	None.
Barley	2 6									
Barytes	2 6									

Brecon and Merthyr Tydvil Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Baywood	2 6									
Beans	2 6									
Bessemer made shot	2 6									
Bessemer made armour plates	2 6									
Bessemer made rails	2 6									
Bessemer made ingots	2 6									
Bessemer made rough forgings	2 6									
Bleaching powder	2 6									
Blocks, *rough cast steel horn*	2 6	2 tons.								
Bone ash	2 6									
Bone and horn waste, *in truck loads*	2 6									
Bones, *calcined*	2 6									
Bones, *common, for size or manure*	2 6									
Borings, *iron*	2 2									
Bran	2 6									
Brimstone	2 6									
Builders' implements, *ladders, planks, scaffold poles, &c.* No less charge than as for 1 ton per waggon.	2 6	1 ton.								
Burr stones	2 6									
Cannon Balls	2 6									
Cement	2 6									
Cement stone	2 6									
Chains, *large, loose*	2 6									
Chalk	2 6									
Charcoal, *packed*	2 6									
Charcoal, *animal*	2 6									
Charubs or locusts, *actual weight*	3 6									
Chimney pots, *earthenware, at owner's risk.*	2 6									
China clay	2 6									
Clay retorts, *at owner's risk*	2 6									
Clog blocks, *rough*	2 6		4 Miles.	1¼*d.*	—	3*s.*				
Coal dust, *in bags and casks*	2 6									
Coal tar and creosote, *in owner's trucks*	2 6									
Cocoa nut refuse, *for manure*	2 6									
Copperas	2 6									
Copper ore	2 6	2 tons.								
Cordwood, *machine weight*	2 6									
Cullet, *in casks*	2 6									
Dari	2 6									
Deals, 2½ *tons per standard*	2 6									
Dills	2 6									
Disinfecting powder	2 6									
Drain pipes	2 6									
Earth nuts	2 6									
Emery stone	2 6									
Farina	2 6									
Felloes, naves, and spokes	2 6									
Fire-clay chimney cans, *at owner's risk*	2 6							Nil.	—	None.
Fire-clay vent linings, *at owner's risk*	2 6									
Fire-clay ware, *not otherwise specified, at owner's risk.*	2 6									
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	2 6	3 tons.								
Flints	2 6	2 tons.								
Flint, ground, *packed, in truck loads of* 3 *tons and upwards.*	2 6	3 tons.								
Flooring boards	2 6	2 tons.								
Flour	1 10		4 Miles.	1½*d.*	—	3*s.*				
Terminals	1 6	Do.								
Founders' dust, *packed*	2 6									
Fullers' earth	2 6									
Fustic	2 6									
Gas and coal tar, and creosote, *in owner's trucks.*	2 6									
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 6									
Gas water	2 6									
Glue pieces, *wet*	2 6									
Grains, *brewers' and distillers'*	2 6									
Grain, flour, &c. (*See separate entries*)	1 10									
Terminals	1 6									
Grindstones, *at owner's risk*	2 6									
Guano	2 6									
Gurdgeons	2 6									
Gypsum	2 6									
Hominy	2 6	2 tons.	4 miles.	1¼*d.*	—	3*s.*				
Hoopwood, *rough, in bundles*	2 6									
Ice, *in 4 ton lots* (*weight taken at starting point*).	2 6									
Indian corn	1 10									
Terminals	1 6									
Boiler plates, bars, and other undamageable iron.	2 6									
Forgings, *in the rough, not otherwise specified.*	2 6									
Iron retorts	2 6									
Scrap iron	2 6									
Iron spikes	2 6									
Lead ore	2 6									
Lathwood	2 6									
Lead, *pig*	2 6									
Leather shavings, *for manure*	2 6									
Mahogany	2 6									
Malt and meal	2 6									
Malt culms, *actual weight*	2 6									

The terminal charges are included in the figures given under column (*a*), but not in those under column (*b*).

Brecon and Merthyr Tydvil Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Manganese	2 6									
Manures, *packed*	1 10									
Terminals	1 6									
Manure, *shoddy*	2 6									
Millet	2 6									
Muriate of potash	2 6									
Nitrate of soda	2 6									
Oats	1 10									
Terminals	1 6									
Ochre	2 6									
Oil cake	2 6									
Oil cake, *ground*	2 6									
Paddy or rice, *in the husk*	2 6									
Points and crossings, *railway*	2 6									
Patent fuel	2 6									
Peas, *dried*	2 6									
Pelts, *wet*	2 6									
Pipe clay	2 6									
Plaster	2 6									
Pollard	2 6									
Posts and rails, *for fencing*	2 6									
Postwood, *machine weight*	2 6									
Pozzolano	2 6									
Propwood, *machine weight*	2 6									
Sleepers, *railway, machine weight*	2 6									
Rice flour and meal	2 6									
Ropes, *old, including wire ropes*	2 6									
Rye	1 10									
Terminals	1 6									
Sago flour	2 6									
Salt, *in bags*	2 6									
Salt, *manufactured*	2 6									
Salt cake	2 6									
Sanitary tubes	2 6									
Sash weights	2 6	2 Tons.	4 Miles.	1¾*d.*	—	3*s.*	The terminal charges are included in the figures given under column (*a*), but not in those under column (*b*).	Nil.	—	None.
Satin white	2 6									
Sawdust	2 6									
Seeds, flax	2 6									
Seeds, linseed	2 6									
Seeds, rape	2 6									
Seeds, *for crushing for oil*	2 6									
Sharps	2 6									
Shelling	2 6									
Soda	2 6									
Soda ash	2 6									
Soot	2 6									
Spelter	2 6									
Spetches, *wet*	2 6									
Staves	2 6									
Steel plates, *for shipbuilding*	2 6									
Stone, *roughly wrought up, as troughs, sinks, &c.*	2 6									
Tares	2 6									
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	2 6									
Timber, *logs or baulks, by measurement*	2 6									
Tyres. (*See axles and wheels*)	—									
Umber	2 6									
Vegetables, 3 tons and above—*Including cabbages, green peas, new potatoes, water cress, and all others, except as under.*	2 6									
Vegetables *in packages, in 2 ton lots*—*Including carrots, mangel wurzel, onions, old potatoes, and turnips.*	2 6									
Vetches	2 6									
Wheat	1 10									
Terminals	1 6									
Wheels, *railway.* (*See axles*)	—									
Whiting	2 6									

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

The rates given do not apply uniformly between all stations on this line, but are modified to suit the exigencies of the traffic.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?

5. If not, state in what respects you depart from this condition.

At owner's risk.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

The Company do not undertake to deliver the traffic within a specified time, but use all proper diligence in the conveyance of it.

7. What time is allowed at the stations for loading and unloading this class of traffic?

The traffic is usually loaded and unloaded by the Company. If unloaded by consignees the trucks must be discharged within 24 hours after advice of their arrival.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?

9. What charge for warehousing is made after the period has expired?

None charged.

10. What charge do you make for demurrage of waggons?

3*s.* per day.

Brecon and Merthyr Tydvil Railway.—Inquiry No. 2.—*continued.*

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, with all companies.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	See reply to question 12.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	If traffic is delivered to this Company for a station with which there are no through rates it is invoiced to the nearest point to that station and thence charged forward.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	See reply above.
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	No; all through rates are noted by all competing routes at the same figures. For instance, the rates from Brecon to Sheffield are noted viâ Hereford, Salop, and Crewe, Hereford, Salop, and Chester, Hereford and Worcester; Three Cocks, Llanidloes, and Whitechurch, and Three Cocks, Llanidloes, and Oswestry.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	See reply to question 17.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	Timber is sometimes loaded in return coal waggons; the other traffic is usually loaded in company's waggons.

General Remarks.

The line is not at present opened for continuous traffic for more than 49 miles between any two points, and the questions as to rates for upwards of 50 miles cannot therefore be answered.

For loading and unloading timber a charge of 2*s.* 6*d.* per ton (1*s.* 3*d.* at each end) is made in addition to the charges given in the foregoing return.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification. Appendix CP.	6*d.*	—	4*s.* 2*d.*	4 miles.	3½*d.*	3*s.*	No.	Included in rate.		No.	—

Brecon and Merthyr Tydvil Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when the Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification. Appendix CP.	6*d.*	—	5*s.*	4 miles.	4½*d.*	3*s.*	No.	Included in rate.		No.	—

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Third Class of the Clearing House Classification. Appendix C.P.	6*d.*	—	5*s.* 10*d.*	4 miles.	4½*d.*	3*s.*	No.	Included in rate.		No.	—

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fourth Class of the Clearing House Classification. Appendix CP.	6*d.*	—	6*s.* 8*d.*	4 miles.	5½*d.*	3*s.*	No.	Included in rate.		No.	—

Brecon and Merthyr Tydvil Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fifth Class of the Clearing House Classification. Appendix CP.	6*d.*	—	7*s.* 6*d.*	4 miles.	6¾*d.*	3*s.*	No.	Included in rate.		No.	—

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the minimum Charge for Articles under 112 lbs, Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Not carried any.										
Basket carriage bodies and Bath chairs, *at company's risk.*											
Caravans, *showmen's and others.*											
Carriage bodies, *finished, in cases.*											
Railway carriages, on their own wheels [station to station.]	—	—	20*s.* per carriage	40 miles	6*d.* per carriage per mile.	Nil.	No.	Nil.	No.	No.	
Boilers of unusual dimensions.	Not carried any.										
Contractors' waggons and materials (*excepting rails and chairs*) [station to station.]	—	—	5*s.*	20 miles	20 to 50 3*d.*; 51 to 75 12*s.* 6*d.* per ton; above 75 2*d.* per ton per mile.	Nil.	No.	Station to station.		No.	
Furniture, *in mats or loose, at company's risk.*	—	—	9*s.*	4 miles	—	3*s.*	No.	Included in Rate.		No.	
Furniture, *in vans, carts, or frames, per gross weight of van, cart, or frame.*	—	—	7*s.* 6*d.*	4 miles	6¾*d.*	3*s.*	No.	Do.		No.	
Forgings or castings, above six tons.	Not carried any.										
Gunpowder											
Lucifer matches and other inflammable articles.											
Locomotive engines and tenders, on their own wheels.	—	—	5*s.*	30 miles	30 to 100 2*d.* per ton per mile; 101 to 133 16*s.* 8*d.* per ton; 134 and upwards 1½*d.* per ton per mile.	Nil.	No.	Station to station.		No.	
Petroleum and photogenic oil.	Not carried any.										
Railway waggons	—	—	5*s.* per waggon of 3 tons	20 miles	3*d.* per waggon per mile.	Nil.	No.	Do.		No.	
Statuary	Not carried any.										
Returned empty packages	—	—	5*s.*	50 miles	5*s.* per ton for every 50 miles up to 300, when the charge is 5*s.* per ton for every 100 miles.	Nil.	No.	Included in Rate.		No.	
Small parcels	The charge is given in the foregoing Sheets. We have not any mileage scale for small parcels.										

Brecon and Merthyr Tydvil Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	These charges are not applied uniformly, but are modified to suit the exigencies of the traffic.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of these articles carried at the owner's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, but all proper efforts are used to carry the traffic within a reasonable time.
7. What time is allowed at the stations for loading and unloading this class of traffic?	The company do the loading and unloading.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	We have not hitherto made any charge for warehouse rent.
9. What charge for warehousing is made after the period has expired?	
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, with all companies joining our system.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	The traffic is handed to the forwarding company at the junction, and by them charged forward.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, unless ordered by some other route. For instance, the rates from Brecon to Sheffield apply via Worcester, and also via Hereford and Shrewsbury and Llanidloes and Manchester.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	See reply to question 17.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	The articles included in this return are carried in company's waggons.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

——	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	Nil.						2*d.*	3*d.*	1½*d.*	2¼*d.*	1*d.*	—	1*d.*	—
Highest - -														
Lowest - -														
Maximum fares allowed by Act of Parliament.														

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Nil.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Nil.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Yes, to the nearest market towns. Price of tickets a little more than single fare for the double journey.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - - Nil.
„ ordinary passenger trains „ - - - - 15 miles per hour.
„ parliamentary „ „ - - - - „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

We run excursion trains by agreement; as to fares, generally single for double journey; principally third-class passengers; and the average speed 15 miles an hour.

Brecon and Merthyr Tydvil Railway—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rules.

The following will give all particulars.

The rates named apply to our local as well as to foreign traffic.

Parcels and other Traffic by Passenger Trains.

The following arrangements will come into operation on receipt.

Rates for the carriage of parcels between stations on the above lines and between these stations and those on the London and North-western and Great Western Railways.

Parcels.*

Distances.	1 lb.	2 lbs.	3 lbs.	Above 3 lbs. and not exceeding 7 lbs.	Above 7 lbs. and not exceeding 14 lbs.	——
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Not exceeding 30 miles	0 6	0 6	0 6	0 6	0 6	Up to 24 lbs., 6*d.* Above 24 lbs. $\frac{1}{4}$*d.* per lb. additional.
Above 30 and not exceeding 50 miles	0 6	0 6	0 6	0 8	0 9	Above 14 lbs., $\frac{1}{2}$*d.* do.
„ 50 „ 100 „	0 6	0 6	0 8	0 10	1 0	Do. $\frac{3}{4}$*d.* do.
„ 100 „ 150 „	0 6	0 9	1 0	1 3	1 6	Do. 1*d.* do.
„ 150 „ 200 „	0 8	1 0	1 3	1 6	1 9	Do. 1$\frac{1}{4}$*d.* do.
„ 200 „ 250 „	0 9	1 0	1 6	1 9	2 0	Do. 1$\frac{1}{2}$*d.* do.
„ 250 „ 300 „	0 9	1 0	1 6	1 9	2 3	Do. 1$\frac{3}{4}$*d.* do.
„ 300 „ 400 „	0 9	1 0	1 6	2 0	2 6	Do. 2*d.* do.
„ 400 „ 550 „	1 0	1 3	1 9	2 6	3 0	Do. 2*d.* do.
„ 550 miles	1 0	1 3	1 9	2 6	3 0	Do. 2$\frac{1}{4}$*d.* do.

* These new Parcels Rates will not apply to Kingstown Pier, Dublin, and Belfast. The charges to those places to remain as at present.

In charging parcels to or from competing stations the distance is to be calculated by the shortest route.

Van parcels, delivery included, one half of the ordinary rate, but no parcel will be conveyed at a less charge than the lowest ordinary charge for a parcel exceeding 7 lbs. in weight.

Parcels that are intended to be sent by van parcel train must be distinctly directed "By Van Train," which trains are the first in the day which stop at the stations to which the parcels are booked. All parcels not so directed will be forwarded by the ordinary passenger train at the usual rates.

Returned Empties.

Not exceeding 50 miles	4*d.* each package.
Above 50 and not exceeding 150 miles	6*d.* „
„ 150 „ 250 „	9*d.* „
Any distance above 250 miles	1*s.* „

Maximum charge to be 1*s.*, and full parcels rates to be paid in cases where the packages shall not in the first instance have been sent by passenger trains.

The charges in all cases to be prepaid, and to include collection and delivery.

Returned empty pigeon boxes for any distance not exceeding 50 miles, 2*d.* each; this does not include collection or delivery.

Fish, meat, and fruit empties, also empty milk cans and game dealers' hampers to be carried free.

Returned horse clothing.—No charge is to be made for the conveyance of this when returned after having been used for protection of horses conveyed by this route.

Weight of returned empties by passenger trains to be limited to half a hundredweight.

For Excess Luggage.

——	Ordinary Passengers.	Commercial Travellers and Sailors.
	Per lb. *d.*	Per lb. *d.*
1 to 30 miles	$\frac{1}{4}$	$\frac{1}{8}$
30 „ 50 „	$\frac{1}{2}$	$\frac{1}{4}$
50 „ 100 „	$\frac{3}{4}$	$\frac{3}{8}$
101 „ 150 „	1	$\frac{1}{2}$
151 „ 200 „	1$\frac{1}{4}$	$\frac{5}{8}$
201 „ 250 „	1$\frac{1}{2}$	$\frac{3}{4}$
251 „ 300 „	1$\frac{3}{4}$	$\frac{7}{8}$
All distances above 300 miles	2	1

Unless the charges for commercial travellers' and sailors' luggage are paid at the commencement of the journey, the ordinary passenger rates must be charged.

Commercial travellers may be allowed to make one payment to free their luggage for the day to the farthest station upon the Companies' lines they propose to visit.

Brecon and Merthyr Tydvil Railway.—Inquiry No. 6.—*continued.*

New Railway Carriages.

New railway carriages on their own wheels 6*d.* per carriage per mile. No less charge than 7*s.* 6*d.* to be made.

Invalid or Family Carriages.

When a family carriage is reserved, the charge to be not less than for four 1st class and four 2nd class passengers. When a carriage, having only one invalid compartment reserved, is used, the charge to be not less than four 1st class passengers.

PARCELS.

For Insurance.

The following regulations to be observed :—In pursuance of an Act of Parliament, passed in the first year of the reign of His Majesty King William IV., cap. 68, entitled, "An Act for the more Effectual Protection of Mail Contractors Stage Coach Proprietors, and other Common Carriers for hire, against the loss of or injury to Parcels or Packages delivered to them for conveyance or custody, the value and contents of which shall not be declared to them by the owners thereof.

That for any package or passengers' luggage containing "Gold or silver coin of this realm, or of any foreign State, or any gold or silver in a manufactured or unmanufactured state, or any precious stones, jewellery, watches, clocks, or time-pieces of any description, trinkets, bills notes of the governor and company of the banks of England, Scotland, and Ireland respectively, or of any other bank in Great Britain or Ireland; orders, notes, or securities for payment of money, English or foreign, stamps, maps, writings, title deeds, paintings, engravings, pictures, gold or silver plate, or plated articles, glass, china, silk, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, furs or lace, or any of them," to a greater amount in value than ten pounds, the increased rates of charge, over and above the common and ordinary rates of charge for carriage, are as follows :—

For any distance not exceeding	For each pound sterling in value the sum of
50 miles	One halfpenny.
75 miles	Three farthings.
100 miles	One penny.
150 miles	Three halfpence.

An additional farthing per pound sterling for every increase of distance not exceeding 50 miles, and the same for every increase of distance upon each additional 50 miles completed, over and above the first 150 miles.

When the value of the property to be insured shall exceed 250*l.*, a reduction in the above specified rates may be made by special contract.

The conveyance by passenger trains of aquafortis, gunpowder, oil of vitriol, lucifer matches, or any other goods, which, in the judgment of the Companies, may be considered dangerous, is peremptorily forbidden; and any person sending or causing to be sent, any such article or articles, is liable to a penalty of 20*l.*, which will be sued for under the powers of the Companies' Acts.

When a parcel is insured, both the insurance and the carriage must be prepaid.

Carriage of Newspapers.

For the conveyance from London of newspapers and periodicals published at intervals not exceeding seven days, the following rates will be charged, viz :—

One newspaper or other periodical daily	21*s.* 0*d.* per annum.
For each additional newspaper enclosed in the same parcel	10*s.* 6*d.* ,,

For six months or any shorter period, half the above rates will be charged, and for any period between six and twelve months, the same charge will be made as for a year. These rates must be paid in advance.

Parcels containing papers and periodicals, published at intervals not exceeding seven days, will be charged half the ordinary parcel rates between station and station, but no collection or delivery will be paid for or performed by the Company, nor a less amount than 4*d.* charged for a single parcel. Prepayment of these parcels is optional.

Carriage of Provincial Newspapers.

For the conveyance of single provincial newspapers, irrespective of distance.

	s.	*d.*		*s.*	*d.*
For 1 month	2	6	For 6 months	10	6
,, 2 months	4	0	,, 9 months	16	0
,, 3 months	5	6	,, 12 months	21	0

This scale applies to foreign traffic.

For the conveyance of single provincial newspapers on the Brecon and Merthyr and Hereford, Hay, and Brecon railways the following rates shall be charged, viz. :—10*s.* 6*d.* per paper per annum; 5*s.* 6*d.* for six months; and 3*s.* for three months. The distance to be restricted to 50 miles from the station from which they are despatched.

Where two or more newspapers are forwarded under one cover, the rate will be one-half the above scale for each additional paper.

The charges in all cases to be prepaid.

CONVEYANCE OF PARCELS CONTAINING PROVINCIAL NEWSPAPERS, PERIODICALS, &c.

Distances.	Not exceeding 3 lbs.	Above 3lbs. and not exceeding 6 lbs.	Above 6 lbs. and not exceeding 12 lbs.	Above 12 lbs. and not exceeding 24 lbs.	Above 24 lbs. and not exceeding 48 lbs.	Above 48 lbs. for each additional lb.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
1 to 60 miles	0 2	0 3	0 4	0 6	0 9	0 $0\frac{1}{4}$
61 to 100 ,,	0 3	0 5	0 6	0 9	1 0	0 $0\frac{1}{4}$
101 to 200 ,,	0 4	0 6	0 8	1 0	1 6	0 $0\frac{1}{2}$
201 to 300 ,,	0 6	0 8	0 10	1 3	1 9	0 $0\frac{1}{2}$

Labels only are to be used for newspaper parcels.

All newspaper parcels carried at the above rates must be prepaid by the sender affixing a label or labels representing the amount of carriage, according to the foregoing scale.

The clerks at the forwarding and receiving stations must weigh the packages and check the labels which have been affixed. Full parcel rates to be charged for any insufficiently stamped.

The clerk at the forwarding station must deface the labels, and the receiving clerk is to examine every parcel, and any labels which have not been cancelled must be effectually obliterated before the parcel is taken from the station.

Brecon and Merthyr Tydvil Railway.—Inquiry No. 6.—*continued.*

The above rates are from station to station only, and do not include either collection or delivery.
Receipts are not to be given for newspaper parcels.
Labels in quantities of not less than 10s. worth may be obtained on application to the audit office.

Periodicals, &c.

Periodicals and all other printed unbound matter, published in the provinces, must be made up in parcels open at both ends, and booked as ordinary parcels, and charged at the undermentioned rates, but in no instance must the charge be less than the rate for newspapers, as shown above.
These rates include collection and delivery.

RATES FOR PERIODICALS AND ALL OTHER PRINTED MATTER NOT BOUND.

Distances.	Not exceeding 3 lbs.	Above 3 and not exceeding 14 lbs.	Above 14 lbs. for each additional lb.
	s. *d.*	*s.* *d.*	*s.* *d.*
1 to 30 miles - - -	0 4	0 4	0 $0\frac{1}{8}$
31 to 50 „ - - -	0 4	0 5	0 $0\frac{1}{4}$
51 to 100 „ - - -	0 4	0 6	0 $0\frac{3}{8}$
101 to 150 „ - - -	0 6	0 9	0 $0\frac{1}{2}$
151 to 200 „ - - -	0 8	0 11	0 $0\frac{5}{8}$
201 to 250 „ - - -	0 9	1 0	0 $0\frac{3}{4}$
251 to 300 „ - - -	0 9	1 2	0 $0\frac{7}{8}$
Above 300 „ - - -	0 9	1 3	0 1

Labels must not be used for parcels of periodicals or other unbound matter.
Parcels of newspapers and periodicals intended to be sent by any particular train must be at the parcels office ten minutes before the departure of such train for the purpose of registration. If, however, this cannot at all times be complied with, and parcels should arrive a little after the time specified, every exertion is to be made by the parcels clerk to forward them.
The station clerk is authorised to open any parcel of newspapers, periodicals, &c., if he has good reason to suppose that these regulations are infringed. Any violation to be reported, and the parcel in the meantime forwarded to its destination.
Newspapers, parcels and periodicals to be charged according to the distance by the shortest route, and when any calculation results in a fraction of a penny, the whole penny is to be charged.
Parcels of newspapers and periodicals from London are not included in this arrangement.

Money Parcels.

The Companies will not, under any circumstances, hold themselves responsible for money enclosed in parcels conveyed upon the railways, unless the fact be declared at the time when the parcel is booked, and the words "Money Parcel" written on the on the outside thereof, and the extra rate prepaid. If the amount enclosed shall exceed 10*l.* an insurance will be required to be paid, in addition to the ordinary charge according to the foregoing scale.

Bullion.

The ordinary parcel and insurance rates must be applied. Gold and silver plate to be also charged the ordinary parcels and insurance rates.

Fish.

Packages of fish consigned to dealers to be charged one-half the ordinary parcel rates. No less charge than for a light parcel exceeding 8 lbs.

Ice.

Consignments of ice to be carried at one half the ordinary rates, but no less charge is to be made than for a light parcel exceeding 8 lbs.

Perambulators.

	s.	*d.*		*s.*	*d.*
For distances not exceeding 12 miles	1	0	Exceeding 75 and not exceeding 100 miles ...	4	0
Exceeding 12 and not exceeding 25 „	1	6	„ 100 „ 150 „ ...	5	0
„ 25 „ 50 „	2	0	„ 150 „ 200 „ ...	6	0
„ 50 „ 75 „	3	0	„ 200 „ 250 „ ...	7	0

And 1*s.* for each additional 50 miles, or portion thereof.
Only half the rates quoted are charged when perambulators are accompanied by passengers.

Invalid or Bath Chairs for Adults.

To be double the rate of perambulators.

Small Animals.

Rams.—A charge of 1*d.* per mile each ram to be made, and no less charge than 2*s.* per ram.
Sheep, calves, pigs, and other small animals, except dogs and rams, to be charged as follows, viz. :—Each animal up to 56 lbs. in weight, same as for two dogs. Each animal above 56 lbs. in weight, half parcels rates, but no less charge than as for two dogs.

Entire Horses.

If owners require horses (entire or otherwise) to be loaded in separate boxes, then they must pay the charge for two stalls.

Hunters' Horses.

Return tickets may be issued to huntsmen for their horses, available for return the same day from the same station to which the ticket is issued at one fare and a half.

Brecon and Merthyr Tydvil Railway.—Inquiry No. 6.—*continued.*

RATES FOR DOGS.

	s.	d.		s.	d.
Not exceeding 10 miles - - -	0	3	Above 100 miles and not exceeding 130 miles -	2	6
Above 10 miles and not exceeding 20 miles -	0	6	„ 130 „ „ „ 150 „ -	3	0
„ 20 „ „ „ 40 „ -	1	0	„ 150 „ „ „ 200 „ -	4	0
„ 40 „ „ „ 80 „ -	1	6	„ 200 „ „ „ 250 „ -	5	0
„ 80 „ „ „ 100 „ -	2	0	„ 250 „ „ „ 300 „ -	6	0

Increasing at the rate of 6*d.* for each additional 50 miles or part of 50 miles.

Dogs not to be received for conveyance unless secured by a chain and collar or in a strong hamper. A reasonable charge to be made for their delivery beyond the station in proportion to distance.
In all cases the railway charges to be prepaid.

CORPSE RATES.

The charge for the corpse of an adult to be 1*s.* per mile, with a minimum of 20*s.*; for a child 6*d.* per mile, with a minimum of 10*s.*

BOATS.

The rates for the conveyance of boats to be according to the number of trucks or carriages required for the safe transit of such boats, viz.:—

If one truck or carriage is required specially, the charge must be as for 1 private carriage.
If two trucks are required „ „ 1½ „ carriages.
If three „ „ 2 „ carriages.

In cases where the crew (not less than four in number), travel with the boat, the charge for conveyance of the latter is to be reduced one-half, in both cases, by special agreement, at owner's risk.

MARES AND FOALS.

To be charged one ordinary fare and a half.

COMMERCIAL TRAVELLERS' VANS.

Commercial travellers' vans not weighing more than 30 cwt. to be charged 6*d.* per mile, above 30 cwt. 9*d.* per mile, minimum charge 7*s.* 6*d.* Vans weighing more than 50 cwt. are not to be booked or forwarded by passenger trains.

CARAVANS, SHOWMEN'S, OR HAWKERS' VANS.

Caravans, showmen's or hawker's vans to be carried at owner's risk, and charged 9*d.* per mile for the first ton, and 3*d.* per mile for each additional ton or part of a ton, minimum charge 10*s.* Vans weighing more than 50 cwt. are not to be booked or forwarded by passenger trains. Any for places on or beyond the Caledonian line are not to be booked through, but to Carlisle only.

FURNITURE VANS.

Furniture vans will not be carried by passenger trains.

COMMERCIAL TRAVELLERS' AND ORDINARY PASSENGERS' LUGGAGE.

Commercial travellers' and ordinary passengers' luggage in bulk, and all heavy luggage when conveyed on carriage trucks to be charged 6*d.* per mile for the first 30 cwt., and 3*d.* per mile for each additional ton or part of a ton, minimum charge 7*s.* 6*d.* For all distances above 350 miles the charge to be 6*d.* per truck per mile. Not more than 50 cwt. of luggage to be loaded on one truck.

SMALL CARRIAGES.

Two small carriages belonging to the same owner, when they can be conveniently loaded on one truck, to be charged a fare and one-third.

COVERED CARRIAGE TRUCKS.

A charge of 5*s.* to be made for a covered carriage truck, in addition to the ordinary charges, for any distance not exceeding 50 miles, and 10*s.* for any distance above 50 miles.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding £ each in value - - - - - - -	4*d.* per mile.	—
Horse boxes containing 2 horses, „ „		
Do. do. 1 horse, „ „		
Two-wheeled carriages - - - - -	6*d.* „	—
Four-wheeled do. - - - - -		
Dogs - - - - - - - - - - -	According to distance.	—

What is the rate of insurance on horses exceeding the mentioned values?
According to special arrangement.
State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances.
If the latter, give the scale of distances and charges.
Uniform rates charged.

Brecon and Merthyr Tydvil Railway—*continued.*

INQUIRY No. 8.—As to the Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
Fat Cattle	5	6*d.*	5*d.*	—	3	3*d.*	2⅔*d.*	—	—	—	—	—
Lean Cattle	8	Do.	Do.	—	5	Do.	Do.	—	—	—	—	—
Sheep	30	Do.	Do.	—	15	Do.	Do.	—	60	1*s.*	—	—
Lambs	—	—	—	—	—	—	—	—	—	—	—	—
Bacon Pigs	16	Do.	Do.	—	9	Do.	Do.	—	—	—	—	—
Pork Pigs	20	Do.	Do.	—	12	Do.	Do.	—	—	—	—	—
Horses in cattle trucks.	—	1*s.*	9*d.*	—	—	—	—	—	—	—	—	—

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Brecon and Hereford, 38 miles.
Cattle.
Horses.
Sheep.
Pigs.
See the above Table.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

See above.

Is there any special charge for cattle to the Royal Agricultural Society's Shows? If so, state it.

Nil.

INQUIRY No. 9.—As to Charges at [Time of Opening and at Present].

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

—	1840.	1850.	1865.
Single passenger fares. 1st class	—	—	2*d.* per mile.
Do. do. 2nd class	—	—	1½*d.* „
Do. do. 3rd class	—	—	1*d.* „
Horses by passenger trains each	—	—	—
Four-wheeled carriages „	—	—	—
Parcels	—	—	According to distance.
Oxen per truck per mile	Average	—	5½*d.* per mile.
Sheep „ „	Do.	—	Do.
Fish per ton	None carried	—	—
Coal „	Average rate	—	1⅓*d.* Co's. waggons.
Bricks „	Do.	—	Do.
Manure „	Per truck load according to distance, 20 miles, 12*s.*		
Iron ore „	—	—	—
Bar iron „	—	—	—
Iron castings „	—	—	—
Stone „	—	—	1*d.* per mile, Company's wagons.
Lime „	—	—	1⅓*d.* „
Salt „	—	—	—
Grain „	—	—	3*d.* per mile.
Flour „	—	—	Do.
Timber „	—	—	4½*d.* per mile.
Hay „	—	—	—
Potatoes „	—	—	3*d.* per mile.
Mangold wurtzel „	—	—	Do.
Goods generally, of the kind now included by the Clearing House under the 1st class	—	—	6*d.* per mile.
Do. do. do. 2nd „	—	—	7*d.* „
Do. do. do. 3rd „	—	—	9*d.* „
Do. do. do. 4th „	—	—	10½*d.* „
Do. do. do. 5th „	—	—	1*s.* „

CAMBRIAN RAILWAYS.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Cambrian Railways Act, 1864, 27 & 28 Vict. cap. 262.
The Cambrian and Coast Railways Amalgamation Act, 1865, 28 & 29 Vict. c. 291.

CAERMARTHEN AND CARDIGAN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The Caermarthen and Cardigan Railway; length of line opened is 19 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to [19] Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	6*d.*	—	3 miles.	1·52*d.*	—	2*d.*	Yes.	Nil.	—

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions?

The greater the distance the less the charges per ton per mile.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise?

At the owner's risk.

Caermarthen and Cardigan Railway.—Inquiry No. 1.—*continued.*

6. If not, state in what respects you depart from this condition?
7. Do you undertake to deliver this class of traffic within a specified time? — No.
8. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours.
9. What charge do you make for demurrage of waggons? — 3*s.* 6*d.* per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to [19] Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
For the whole of the articles enumerated in the preceding Table.	3*d.*	This Company has no fixed minimum load.	3 miles.	1·37*d.*	—	2*d.*	Yes.

10*d.* Do the charges include returning empty waggons? — Yes.
11. Are the above charges uniformly applied between all all stations on your system of railways? — No.
12. If not, state the nature of the exceptions. — The greater the distance, the less the charges per ton per mile.
13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At the owner's risk.
14. Do you undertake to convey this class of traffic within a specified time? — No.
15. And to return the empty waggons within a specified time? — No.
And if so, in what time?
16. Do you allow demurrage on owners' waggons when not returned within the specified time? — Yes, if detained beyond the proper time through the fault of the company.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.
18. Are junctions considered as stations for this class of traffic? — Yes.
19. If not, state the exceptions.
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Paying the other company's charges and re-booking.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? — No.
If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?
22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

17 & 18 Victoria, cap. 218, 7th August 1854.
18 & 19 Victoria, cap. 131, 16th July 1855.
19 & 20 Victoria, cap. 68, 30th June 1856.
25 & 26 Victoria, cap. 172, 29th July 1862.
26 & 27 Victoria, cap. 166, 21st July 1863.

COLNE VALLEY AND HALSTEAD RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

19th & 20th Victoria, cap. 61, 1856.
22nd & 23rd Victoria, cap. 122, 1859.
24th & 25th Victoria, cap. 237, 1861.
26th & 27th Victoria, cap. 186, 1863.
28th Victoria, cap. 1, 1865.

DOWLAIS BRANCH RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Dowlais Railway, 2 miles.
Dowlais Railway Extension, 32 chains.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.*								
Cannel									
Chromate ores									
Cinders									
Clay									
Coal	9*d.*								
Coke									
Compost									
Coprolites, *for manure*									
Culm									
Draining pipes and tiles (*com. for agricultural draining*).									
Dross									
Fire bricks and clay									
Flagstones									
Granite, *undressed*									
Gravel									
Iron ore									
Iron, *pig*									
Iron stone									
Lime and limestone									
Manure, *in bulk*	1*s.*	4 tons.	2 miles.	No rate.	No rate.	No charge.	Yes.	—	Yes.
Materials for road repairs.									
Peat									
Potter's earth									
Pyrites									
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.									
Sand									
Scoriæ									
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*									
Sulphur ore									
Tiles									
Turf									
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — There are no intermediate stations.

4. If not, state the nature of the exceptions. — No exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

Dowlais Branch Railway.—Inquiry No. 1.—*continued.*

6. If not, state in what respects you depart from this condition. — There is no departure.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges, according to Distance, for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal	1*s.* 9*d.*						
Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potter's earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb, or flags.* Sulphur ore Tiles Turf Zinc ore	1*s.*	4 tons.	2 miles.	No rate.	No rate.	No charge.	Yes.

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — There are no intermediate stations.

12. If not, state the nature of the exceptions. — No exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — Yes.

And if so, in what time? — 24 hours.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUCH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, but with the Taff Vale Railway Company only.

18. Are junctions considered as stations for this class of traffic? — No doubt the junction at Merthyr is considered as a station by the Taff Vale Railway Company as they hand over the up traffic at that point to us and we to them the down traffic.

19. If not, state the exceptions. — No exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The traffic is invoiced to the Taff Vale Railway and Vale of Neath Railway Stations, Merthyr Tydvil, from whence it is forwarded to destination.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No contract.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — None.

Dowlais Branch Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.)			(b.)		(c.)		(d.)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?*	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster Alkali Alum and alum cake Anchors Asphaltum Asphalte apparatus *when sent with asphalte.* Axles, wheels, and tyres, *railway.* Axles, *Bessemer made* Axles, wheels, and tyres, *steel, at owners' risk.*	1*s.* 8*d.*	2 tons.	2 miles.							
Baggage, *military*	None.	—	—							
Bar wood Bark (tanners') *packed*	1*s.* 8*d.*									
Barley Barytes Baywood	1*s.* 4*d.* 1*s.* 8*d.*									
Beans Bessemer made shot Bessemer made armour plates.	1*s.* 4*d.*	2 tons.								
Bessemer made rails Bessemer made ingots Bessemer made rough forgings. Bleaching powder Blocks, *rough cast steel horn.*	1*s.* 8*d.*									
Bone ash Bone and horn waste, *in truck loads.*		3 tons.								
Bones, *calcined* Bones, *common, for size or manure.*										
Borings, *iron* Bran Brimstone	1*s.* 4*d.*									
Builders' implements, *ladders, planks, scaffold poles, &c.*		2 tons.								
Burr stones Cannon balls Cement Cement stone Chains, *large, loose* Chalk Charcoal, *packed* Charcoal, *animal*				—	—	—	Yes.	Not loaded and unloaded by company.	—	—
Charubs or locusts, *actual weight.*		Actual weight.								
Chimney pots, *earthenware, at owners' risk.* China clay Clay retorts, *at owners' risk.*			2 miles.							
Clog blocks, *rough* Coal dust, *in bags and casks.*		2 tons.								
Coal tar and creosote, *in owner's trucks.* Cocoa nut refuse, *for manure.*	1*s.* 8*d.*									
Copperas Copper ore										
Cordwood, *machine weight.*		Actual weight.								
Cullet, *in casks* Dari Deals, 2½ *tons per standard.* Dills Disinfecting powder Drain pipes Earth nuts Emery stone Farina										
Felloes, naves, and spokes Fire-clay chimney cans, *at owner's risk.* Fire-clay vent linings, *at owner's risk.* Fire-clay ware, *not otherwise specified, at owner's risk.* Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*		2 tons.								

Dowlais Branch Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Flints	1*s.* 8*d.*							Not loaded and unloaded by company.	—	—
Flint, ground, *packed, in truck loads of 3 tons and upwards.*										
Flooring boards										
Flour	1*s.* 4*d.*							No extras.	Yes.	No.
Founders' dust, *packed*	1*s.* 8*d.*							Not loaded and unloaded by company.		
Fullers' earth										
Fustic										
Gas and coal tar, and creosote, *in owners' trucks.*										
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*										
Gas water										
Glue pieces, *wet*										
Grains, *brewers' and distillers'.*										
Grain, flour, &c. (*See separate entries.*)	1*s.* 4*d.*							No extras.		
Grindstones, *at owners' risk.*	1*s.* 8*d.*							Not loaded and unloaded by company.		
Guano										
Gurdgeons										
Gypsum										
Hominy										
Hoopwood, *rough, in bundles.*										
Ice, *in 4 ton lots* (*weight taken at starting point*).										
Indian corn	1*s.* 4*d.*							No extras.		
Boiler plates, bars, and other undamageable iron.	1*s.* 8*d.*							Not loaded and unloaded by company.		
Forgings, *in the rough, not otherwise specified.*										
Iron retorts										
Scrap iron										
Iron spikes										
Lead ore										
Lathwood										
Lead, *pig*										
Leather shavings, *for manure.*										
Mahogany										
Malt and meal										
Malt culms, *actual weight*										
Manganese										
Manures, *packed*										
Manure, *shoddy*										
Millet										
Muriate of potash										
Nitrate of soda										
Oats	1*s.* 4*d.*	2 tons.	2 miles.	—	—	—	Yes.	No extras.		
Ochre	1*s.* 8*d.*							Not loaded and unloaded by company.	—	—
Oil cake										
Oil cake, *ground*										
Paddy or rice, *in the husk*										
Points and crossings, *railway.*										
Patent fuel										
Peas, *dried*										
Pelts, *wet*										
Pipe clay										
Plaster										
Pollard										
Posts and rails *for fencing.*										
Postwood, *machine weight*										
Pozzolano										
Propwood, *machine weight*										
Sleepers, *railway, machine weight.*										
Rice flour and meal	1*s.* 4*d.*							—		
Ropes, *old, including wire ropes.*	1*s.* 8*d.*							Not loaded and unloaded by company.		
Rye										
Sago flour										
Salt, *in bags*										
Salt, *manufactured*										
Salt cake										
Sanitary tubes										
Sash weights										
Satin white										
Sawdust										
Seeds, flax										
Seeds, linseed										
Seeds, rape										
Seeds *for crushing for oil.*										
Sharps										
Shelling										
Soda										
Soda ash										
Soot										
Spelter										
Spetches, *wet*										
Staves										
Steel plates *for ship building.*	2*s.* 10*d.*									
Stone, *roughly wrought up—as troughs, sinks, &c.*	1*s.* 8*d.*									
Tares										
Tiles, *roofing, ridge, paving* (*quarries*), *at owner's risk.*										
Timber, *logs or baulks, by measurement.*										

Dowlais Branch Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.)			(b.)		(c.)		(d.)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Tyres. (*See axles and wheels.*) Umber - - - Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, watercress, and all others, except as under*— Vegetables *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.* Vetches - - - Wheat - - - Wheels, *railway.* (*See axles.*) Whiting - - -	1*s.* 8*d.*	2 tons.	2 miles.	—	—	—	Yes.	Not loaded and unloaded by Co.	—	—

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — We have no intermediate stations.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions. — No exceptions.

4. Is the traffic of articles in this return conveyed at the owners' risk, or otherwise? — At owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — No specified time for loading; 24 hours for unloading.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 14 days.

9. What charge for warehousing is made after the period has expired? — 3*d.* per ton per week.

10. What charge do you make for demurrage of waggons? — 3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — No; this Company not being subscribers to the clearing system.

12. Are junctions considered as stations for the traffic of articles in this return? — No.

13. If not, state the exceptions, and give an instance of each class of exception. — No exceptions.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Through charges are entered as paid on to this company by Taff Vale Railway Co.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — There is only one route over this line.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.

Dowlais Branch Railway—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance.	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded.	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks* Acetate of soda Acetic acid, *in casks* Ale and porter, *in casks* Ammonia, *in casks or iron drums.* Antimony ore Anvils Apples Argols Arm and share moulds Ashes, *pot and pearl* Asphalte apparatus, *when not sent with asphalte.* Bagging, *Surat* Barilla Biscuit, *dog* Blubber Blocks, *bobbin* Boilers, *under 30 ft. long* Bomb shells (not loaded) Bone and horn waste, *in less quantities than 3 tons.* Bones, *packed* Bottles, *black and green, or common glass.* Broom and brush blocks Buffers, *railway* Canada plates Cannon Capstan bars Castings, *light or heavy, not otherwise enumerated, at owners' risk* Cattle food, *prepared* Chicory root Cider, *in casks* Clay retorts, at Company's risk. Clog soles, *dressed* Clothes pegs, *packed* Clover seed, *at Company's risk.* Cobalt ore Cocoa nut fibre or husk Cocoa nut matting Cotton wool Crowbars Cutch Divi Divi Doors, *in cases* Dyewoods, *not elsewhere specified.* Earthenware, *loose, at owners' risk, not less than 1 ton.* Earthenware bottles Epsom salts, *in casks* Esparto or Spanish grass, *not less than 2 tons per waggon.* Farina, *calcined* Fish, *i.e.*, thoroughly cured white herrings *in brine.* Flint, *ground, packed, under 3 tons.* Fustic, *ground or chipped* Gambier Gasometer sheets Gooseberries, *unripe* Grain and flour, &c., viz.: Groats Pearl barley Pot barley Shudes Granite, *polished and dressed, in blocks.* Grease Greaves Grindstones, *at company's risk.* Gunny bags, *old* Gun stocks, *rough* Hides, kips, and sheepskins (*foreign*) *salted or in bales.* Hoofs and horns, *cow and ox, packed.* Hoops, wood and iron Horn tips, *packed* Ice, *packed* Ink, *in crates or casks* Iron bolts Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*	3*d.*	No Rate beyond 2 miles.	2*s.*10*d*	2 miles.	—	—	Yes.	—	Yes.	No.	No.
			2*s.*10*d*								
			5*s.*								
					—	—	Yes.	Not collected or delivered by Co.	Yes.	No.	No.
			3*s.* 10*d.* 2*s.* 10*d.*								
			2*s.*10*d*								

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
Iron buoys, buckets, and cisterns.											
Iron, corrugated											
Iron cranework, *of plates, in parts, not exceeding 30 feet.*											
Iron, galvanized			2*s.*10*d.*								
Iron girders, *not exceeding 15 feet in length.*											
Iron hoops, sheets, or other damageable iron.											
Iron horse shoes and horse shoe bars.											
Iron masts, *ships, minimum, one ton per waggon.*			None.								
Iron nails											
Iron nuts											
Iron rivets											
Iron rolls, *cast or wrought, polished, packed, or in bags, at owner's risk.*											
Iron shoe tips											
Iron spoutings and connexions, *at company's risk.*											
Iron studs											
Iron staples											
Iron tubing											
Iron washers											
Iron weights, *for weighing.*											
Iron wire, *not damageable.*											
Iron wire, *galvanized*											
Jute											
Keys, *railway, wooden*											
Lancewood spars											
Laths, *in bundles*											
Lead ashes, *in bags*											
Lead, sheet											
Lead piping											
Lead, *red and white*											
Lime salt											
Linseed meal											
Litharge											
Logwood, *ground or chipped.*											
Marble, *in blocks*											
Metal *sheathing, new or old.*											
Millboards											
Molasses											
Muriate of iron, *in casks*											
Mustard seed, *for grinding.*	3*d.*	No Rate beyond 2 miles.	2*s.*10*d.*	2 miles.	—	—	Yes.	—	Yes.	No.	No.
Myrobolans											
Nickel ore											
Nitrate of lead											
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut											
Cod											
Cotton seed											
Lard											
Linseed											
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											
Onions *in brine, in ton lots.*											
Osiers and twigs, *green and wet.*											
Paper, coarse, *for wrapping goods or printing newspapers.*											
Paper, *waste*											
Paraffin *wax*											
Pasteboard											
Pears, *common*											
Perry, *in casks*											
Pitch											
Pumice stone											
Putty											
Quercitron bark											
Rags											
Railway springs											
Rice											
Rosin											
Rottenstone											
Saltpetre											
Scrap steel											
Seal skins, *wet and salted.*											
Seeds, *agricultural, at owner's risk.*											
Sheep skins, *in casks*											
Sheep wash, *in casks*											
Shovel moulds											
Shumac											
Silicate of soda											
Size, *in casks*											
Skins, *in casks*											
Slate slabs, *not in cases, at company's risk.*											
Slate slabs, *in cases*											
Soap											
Spade trees											

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Split peas Stannite of soda Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.* Stearine Steel, *blistered* Stone, *carved, for building purposes, at owner's risk* Sugar (*raw or refined*), *in casks and bags.* Sulphate of alumina Sulphate of copper Sulphate of soda Sulphate of zinc Syrup Tallow Tar Terra japonica Tiles, *ornamental, encaustic, and tesselated.* Tiles, *roofing, ridge, paving (quarries), at company's risk.* Tin, *in blocks, ingots, and boxes.* Treacle Turntables, *in parts* Valonia Vegetables, 1 *ton and under 3 tons, including all kinds, except as follows—* Vegetables, viz., carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.* Verjuice, *in casks* Vinegar, *in casks* Vitriol stone Washing powder and paste. Woad Wood acid, *in casks* Woods, viz.:— Boxwood Camwood Cedar Ebony Firewood, *prepared, less than 3 tons.* Lignum vitæ Lima wood Maple Nicaragua Rose wood Sapan wood Satin wood Snake wood Tulip wood Walnut wood Zebra wood Other furniture woods not specified. Zinc, *ingots, &c.* Zinc-white, or oxide of zinc.	3*d.*	No rate beyond 2 miles.	2*s.* 10*d.*	2 miles.	—	—	Yes.	— Not collected or delivered by Co. — Not collected or delivered by Co. —	Yes.	No.	No.

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.* Air stoves Albumen Ale and porter, *bottled, in cases, casks, and hampers.* Alkanet root Alizaine Aloes, *in casks* Alva marina or dry sea weed, *for upholsterers' purposes.* Annatto Archil Arrow root Arsenic Bacon and hams, *packed* Bagging	3*d.*	No rate beyond 2 miles.	5*s.* 3*s.*10*d*	2 miles.	—	—	Yes.	—	Yes.	No.	No.

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates.	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Baking powder	3*d.*	No rate beyond 2 miles	3*s.* 10*d.*	2 miles.	—	—	Yes.	Not collected or delivered by Co.	Yes.	No.	No.
Bark, *tanners', loose*											
Bass mats											
Bedsteads, *common wood*								—			
Bedsteads, *iron, in cases or bundles.*											
Beef, *in casks*											
Besoms, *birch*											
Bichrome											
Biscuit											
Blacking											
Black lead											
Bladders, *in casks*											
Boilers, *under 1 ton in 1 waggon*											
Boilers, *30 feet and under 45 feet.*								Not collected or delivered by Co.			
Bone flats											
Bones, *loose, other than for size or manure.*											
Boracic acid											
Borax											
Brass											
Brass *scrap*											
Brass wire											
Bread											
Bricks, *Bath or Flanders*											
Broom and mop handles											
Buckles, *brass*											
Bump											
Butter, *in casks or boxes*											
Camata											
Camatina											
Canary seed											
Candles, *except wax*											
Candlewick											
Canvas											
Cardamoms, *in casks*											
Carpeting											
Caraway seed											
Carriage and cart springs, axles, and steps.											
Catsup, *in casks*											
Chain harrows											
Chains and traces, *in casks.*											
Chains, *small, not exceeding ⅝-inch loose.*											
Cheese, *packed*											
Chicory, *prepared*											
Chimney pots, *earthenware, at company's risk.*											
China, *in casks or crates*											
Chocolate											
Cider, *bottled, in cases, casks, or hampers.*			5*s.* 0*d.*								
Clod crushers								—			
Clover seed, *at company's risk.*											
Cocoa											
Cocoa nuts											
Codilla											
Coffee											
Confectionery, *in hogsheads.*											
Copper											
Copper coin											
Copper *scrap*											
Cordage											
Coriander seed											
Cotton twist											
Cotton waste											
Cranberries											
Cranework *of wood, and damageable iron, in parts.*											
Crematine		No rate beyond this line.									
Crucibles, *at owner's risk*											
Cudbear											
Currants, *grocers'*											
Dates											
Disinfecting fluid, *in casks or tins.*			3*s.* 10*d.*								
Drugs, *in casks or bales*											
Drysalteries, *not elsewhere specified, in casks.*											
Dyes, *liquid, in casks*											
Earthenware, *in casks and crates.*											
Edge tools											
Eggs, *in crates or boxes*											
Emery											
Emery paper											
Engines, *steam, portable, weighing 3 tons and upwards.*								Not collected or delivered by Co.			
Felspar											
Felt											
Figs											
Files											
Filters, stoneware											
Fire-clay ware, *at company's risk, viz.:—* Chimney cans, vent linings, and other fire-clay ware *unspecified.*								—			

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Fire engines, *steam or otherwise, 3 tons or upwards.*								Not collected or delivered by Co.			
Fish—*thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*											
Fish—shellfish, *at owner's risk:*—											
Cockles											
Limpets											
Mussels											
Periwinkles											
Whelks											
Flax											
Flax straw, *at owner's risk; 30 cwt. per waggon, minimum.*											
Flax waste											
Flocks											
Forges, *portable*											
Frying pans											
Garancine											
Ginger											
Ginger beer											
Glass beads, *in casks or cases.*			3*s.*10*d.*					—			
Glass, flint, *at sender's risk.*											
Glass, crown, *in boxes and crates, at sender's risk.*											
Glass, window and rough plate, *at sender's risk.*											
Glue											
Glue pieces, *dry*											
Goat's hair											
Granilla											
Granite, *polished and dressed, in cases.*											
Grapes, foreign, *as imported, at owner's risk.*											
Gums *of all sorts*											
Gun barrels, *rough*											
Gutta percha, *unmanufactured.*											
Hair, *plasterers'*											
Hammer heads											
Hammer shafts											
Hardware											
Hay, *hydraulic pressed*											
Hay—*station to station, at owner's risk*—30 *cwt. per waggon, minimum.*			2*s.* 6*d.*					Not collected or delivered by Co.			
Hearth rugs											
Hemp	3*d.*	No rate beyond this line.		2 miles.	—	—	Yes.		Yes.	No.	No.
Hemp seed											
Hemp warps, *packed*											
Hides, kips, and sheep skins, *green or market, at owner's risk.*											
Hoes											
Hogsheads, *not being returned empties.*											
Hoofs and horns, *cow and ox, loose.*											
Horn tips, *loose*											
Hurdles, *iron or wood*											
Ice, *loose*											
India-rubber											
Iron buckles											
Iron hinges											
Iron holloware, *in hogsheads.*											
Iron liquor											
Iron palisades											
Iron safes											
Iron screws											
Iron spoons											
Iron wire, *bright*											
Ivory black											
Japan and tinware, *in casks or cases.*			3*s.*10*d.*					—			
Kelp											
Lac, *of all sorts*											
Lard, *in casks, boxes, and tins.*											
Lasts, *packed*											
Leather, *undressed*											
Lemonade											
Lemons											
Lemon juice											
Lemon peel, *in casks*											
Locks											
Locomotive tubes											
Machinery, *heavy*											
Madders											
Malt crushers											
Marble, *in cases*											
Marble, *sawn into slabs, but cemented together.*											
Mastic											
Matches, *wood splints for, packed.*											
Matchetts											
Mats and matting (*except cocoa nut matting*).											
Mexican fibre											
Millstones											
Mineral water, *in casks*											

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
Mohair											
Moss, *in bales*											
Mungo											
Munjeet											
Naphtha, *in casks or iron drums.*											
Netting, *fishing and garden, in bales.*											
Nickel											
Nuts											
Oakum											
Oils, *in casks and iron drums, not otherwise specified.*											
Old clothes											
Onions, *in brine, less than 1 ton.*											
Oranges											
Orchilla weed											
Osiers and twigs, *brown*											
Osnaburgs											
Oxalic acid											
Paints and colours, *in casks.*		No rate beyond 2 miles.									
Palm leaves											
Paper hangings											
Pearl shells											
Pelts, *dry*											
Perry, *bottled, in cases, casks, or hampers.*											
Piassava											
Picker bends											
Pins, *metal, in boxes*											
Pipes, *empty, not being returned empties.*											
Pork, *in casks*											
Prussiate of potash											
Potatoes, *preserved*											
Powder, blue											
Printing machines, *at owner's risk.*											
Provisions, *salt*											
Prunes											
Puncheons, *new, empty*											
Quicks, shrubs, and trees											
Rabbit skins, *undressed*											
Raisins											
Ridges, *not declared at owner's risk.*											
Ropes, *new, including wire ropes.*											
Sad irons											
Safety boxes											
Safflower											
Sago											
Sal ammoniac	3*d.*	—	3*s.*10*d*	2 miles.	—	—	Yes.	—	Yes.	No.	No.
Sand paper											
Sarsaparilla											
Sassafras											
Saws											
Screw jacks											
Screws											
Scythe stones, *loose, at owner's risk.*											
Scythe stones, *packed*											
Seeds, *agricultural, at company's risk.*											
Sheeps' guts, *in casks*											
Shoddy											
Shoe pegs											
Shot, *small, in bags*											
Signal posts, and materials belonging thereto, *not less than 1 ton per waggon.*											
Silk waste, *undressed*											
Sink traps											
Sizing											
Slates, *writing*											
Slate pencils											
Smalts											
Soda water											
Soldiers' clothing											
Spades and shovels, *iron*											
Spetches, *dry*											
Spirit of tar, *in casks or iron drums.*											
Starch		No rate beyond this line.									
Steam ploughs and machinery attached, *when weighing 3 tons or more.*											
Steel bars and bundles											
Stone blue											
Stone, *carved for builders' purposes, at company's risk.*											
Sugar, *lump, loose*											
Sugar mills											
Sugar moulds and pans											
Sugar of lead											
Tarpaulings											
Tartaric acid											
Terra-cotta casts											
Tineal											
Tinfoil											
Tin scrap											
Tinware, *in casks or cases*											
Tobacco, *leaf*											
Tow											
Trenails											

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Turmeric Turpentine, *in casks* Twine Type, *old* Umbrella stretchers Varnish, *in casks and iron drums.* Vegetables, *above 3 and under 20 cwts., minimum charge, 3 cwts.* Vegetable ivory Vegetable wax Verdigris Vices Washers Weft, *cotton* Weighing machines, *small, at owner's risk.* Weighing machines, *large* Whetstones Window sashes and mouldings, *at owner's risk.* Wool Yarn, *coir or hemp* Yarn, *linen and cotton, packed.* Yeast, *in casks, ton lots* Yellow berries Zinc sheets	3*d.*	No rate beyond this line.	3*s.* 10*d.*	2 miles.	—	—	Yes.	—	Yes.	No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House classification. Appendix CP.	3*d.*	No rate beyond this line.	5*s.*	Two miles.			Yes.		Yes.	No.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House classification. Appendix CP.	3*d.*	No rate beyond this line.	5*s.* 10*d.*	Two miles.			Yes.		Yes.	No.	No.

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP.	3*d.*	No Rate beyond this line.	6*s.* 8*d.*	2 miles.	—	—	Yes.	—	Yes.	No.	No.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids, and other highly corrosive articles.			6*s.*8*d.*								
Basket carriage bodies and Bath chairs, *at company's risk.*			Do.								
Caravans, *showmen's and others.*			Do.								
Carriage bodies, *finished, in cases.*			Do.								
Railway carriages, on their own wheels.			20*s.* each.								
Boilers, of unusual dimensions.			6*s.*8*d.*					Not collected or delivered by Co.			
Contractors' waggons and materials (*excepting rails and chairs*).			5*s.*								
Furniture, *in mats or loose*	3*d.*	No Rate beyond this line.	6*s.*8*d.*	2 miles	—	—	Yes.	—	Yes.	No.	
Furniture, *in vans, carts, or frames.*			Do.								
Forgings or castings, above 6 tons.			5*s.*					Not collected or delivered by Co.			
Gunpowder			6*s.*8*d.*								
Lucifer matches, and other inflammable articles.			5*s.*								
Locomotive engines and tenders, on their own wheels.			Do.								
Petroleum and photogenic oil.			3*s.*10*d*								
Railway waggons			5*s.* each.								
Statuary			6*s.*8*d.*								
Returned empty packages.	No charge made.										
Small parcels	3*d.*	—	—	Do.							

2. Are the above mileage charges uniformly applied between all stations on your system of railways?

We have no intermediate stations.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

No exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?

Yes.

5. If not, state in what respects you depart from this condition.

Dowlais Branch Railway.—Inquiry No. 3.—*continued.*

6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, but with the least possible delay.
7. What time is allowed at the stations for loading and unloading this class of traffic?	No specified time for loading; 24 hours allowed for unloading.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	14 days.
9. What charge for warehousing is made after the period has expired?	3*d.* per ton per week.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	No, this company are not subscribers to the clearing system.
12. Are junctions considered as stations for the traffic of articles in this return?	No.
13. If not, state the exceptions, and give an instance of each class of exception.	No exceptions.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Through charges are entered as paid on to this company by Taff Vale Railway Co.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	There is only one route over this railway.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.	

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

1. The Dowlais Railway Act, 1849. [12 & 13 Vict. c. 61.]
2. The Dowlais Railway Act, 1854. [17 & 18 Vict. c. 116.]

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

There are no passenger trains on this railway.

For the parcels traffic by goods trains see Inquiry No. 3.

EDENHAM AND LITTLE BYTHAM BRANCH RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Edenham and Little Bytham Branch Railway, 4½ miles long.

GENERAL REMARKS.

Coals and coke waggons belong to senders from collieries.
Corn and goods' waggons belong to Great Northern Railway Company. Mileage rates paid by the proprietors of Edenham and Little Bytham Branch Railway.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles.	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	8*d.*	—	4½ miles						
Cannel	Nil.	—	—						
Chromate ores									
Cinders									
Clay									
Coal	1*s.* 6*d.*	—	4½ miles						
Coke	2*s.*	—	Do.						
Compost	Nil.	—	—						
Coprolites, *for manure*									
Culm									
Draining pipes and tiles (*com. for agricultural draining*)									
Dross									
Fire bricks and clay									
Flagstones	2*s.*	—	4½ miles						
Granite, *undressed*	Nil.	—	—						
Gravel	4*d.*	—	4½ miles						
Iron ore	Nil.	—	—						
Iron, *pig*									
Iron stone									
Lime and limestone	2*s.*	—	4½ miles						
Manure, *in bulk*	4*d.*	—	Do.	—	—	Nil.	Yes.	Nil.	—
Ditto *in bags*	1*s.* 6*d.*	—	Do.						
Materials for road repairs	6*d.*	—	Do.						
Peat	Nil.	—	—						
Potters' earth									
Pyrites									
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	8*d.*	—	4½ miles						
Sand	6*d.*	—	Do.						
Scoriæ	Nil.	—	—						
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*									
Sulphur ore									
Tiles	2*s.*	—	4½ miles						
Turf	Nil.	—	—						
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No intermediate station.
4. If not, state the nature of the exceptions.
5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Yes.
6. If not, state in what respects you depart from this condition.
7. Do you undertake to deliver this class of traffic within a specified time? — No.
8. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.
9. What charge do you make for demurrage of waggons? — Nil.

Edenham and Little Bytham Branch Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. *d.*									
Alabaster	2 0									
Alkali	2 0									
Alum and alum cake	2 0									
Anchors	2 0									
Asphaltum	2 0									
Asphalte apparatus *when sent with asphalte.*	2 0									
Axles, wheels, and tyres, *railway*	2 0									
Axles, *Bessemer made*	2 0									
Axles, wheels, and tyres, *steel, at owners' risk.*	2 0									
Baggage, *military*	2 0									
Bar wood	2 0									
Bark (tanners') *packed*	2 0									
Barley	1 6									
Barytes	2 0									
Baywood	2 0									
Beans	1 6									
Bessemer made shot	2 0									
Bessemer made armour plates	2 0									
Bessemer made rails	2 0									
Bessemer made ingots	2 0									
Bessemer made rough forgings	2 0									
Bleaching powder	2 0									
Blocks, *rough cast steel horn*	2 0									
Bone ash	2 0									
Bone and horn waste, *in truck loads*	2 0									
Bones, *calcined*	2 0									
Bones, *common, for size or manure*	2 0									
Borings, *iron*	3 0									
Bran	2 0									
Brimstone	2 0									
Builders' implements, *ladders, planks, scaffold poles, &c.*	2 0									
Burr stones	2 0									
Cannon balls	2 0									
Cement	2 0									
Cement stone	2 0									
Chains, *large, loose*	2 0									
Chalk	2 0									
Charcoal, *packed*	2 0									
Charcoal, *animal*	2 0									
Charubs or locusts, *actual weight*	2 0	1 ton.	4½ miles the entire length.	—	—	None.	Yes.	None.	—	None.
Chimney pots, *earthenware, at owners' risk.*	2 0									
China clay	2 0									
Clay retorts, *at owners' risk*	2 0									
Clog blocks, *rough*	2 0									
Coal dust, *in bags and casks*	2 0									
Coal tar and creosote, *in owners' trucks.*	2 0									
Cocoa nut refuse, *for manure*	2 0									
Copperas	2 0									
Copper ore	2 0									
Cordwood, *machine weight*	2 0									
Cullet, *in casks*	2 0									
Dari	2 0									
Deals, 2½ *tons per standard*	2 0									
Dills	2 0									
Disinfecting powder	2 0									
Drain pipes	2 0									
Earth nuts	2 0									
Emery stone	2 0									
Farina	2 0									
Felloes, naves, and spokes	2 0									
Fire-clay chimney cans, *at owners' risk.*	2 0									
Fire-clay vent linings, *at owners' risk.*	2 0									
Fire-clay ware, *not otherwise specified, at owners' risk.*	2 0									
Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	2 0									
Flints	2 0									
Flint, ground, *packed, in truck loads of 3 tons and upwards.*	2 0									
Flooring boards	2 0									
Flour	2 0									
Founders' dust, *packed*	2 0									
Fullers' earth	2 0									
Fustic	2 0									
Gas and coal tar, and creosote, *in owners' trucks.*	2 0									

Edenham and Little Bytham Branch Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. *d.*									
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	2 0									
Gas water	2 0									
Glue pieces, *wet*	2 0									
Grains, *brewers' and distillers'*	2 0									
Grain, flour, &c. (*See separate entries.*)	—									
Grindstones, *at owners' risk*	2 0									
Guano	1 6									
Gurdgeons	2 0									
Gypsum	2 0									
Hominy	2 0									
Hoopwood, *rough, in bundles*	2 0									
Ice, *in 4 ton lots* (*weight taken at starting point*).	2 0									
Indian corn	2 0									
Boiler plates, bars, and other undamageable iron.	2 0									
Forgings, *in the rough, not otherwise specified.*	2 0									
Iron retorts	2 0									
Scrap iron	2 0									
Iron spikes	2 0									
Lead ore	2 0									
Lathwood	2 0									
Lead, *pig*	2 0									
Leather shavings, *for manure*	2 0									
Mahogany	2 0									
Malt and meal	2 0									
Malt culms, *actual weight*	2 0									
Manganese	2 0									
Manures, *packed*	1 6									
Manure, *shoddy*	1 6									
Millet	2 0									
Muriate of potash	2 0									
Nitrate of soda	2 0									
Oats	1 6									
Ochre	2 0									
Oil cake	1 6									
Oil cake, *ground*	1 6									
Paddy or rice, *in the husk*	2 0									
Points and crossings, *railway*	2 0									
Patent fuel	2 0									
Peas, *dried*	1 6									
Pelts, *wet*	2 0									
Pipe clay	2 0									
Plaster	2 0									
Pollard	2 0	1 Ton.	4½ miles, the entire length.	—	—	None.	Yes.	None.	—	None.
Posts and rails *for fencing*	2 0									
Postwood, *machine weight*	2 0									
Pozzolano	2 0									
Propwood, *machine weight*	2 0									
Sleepers, *railway, machine weight*	2 0									
Rice flour and meal	2 0									
Ropes, *old, including wire ropes*	2 0									
Rye	1 6									
Sago flour	2 0									
Salt, *in bags*	2 0									
Salt, *manufactured*	2 0									
Salt cake	2 0									
Sanitary tubes	2 0									
Sash weights	2 0									
Satin white	2 0									
Sawdust	2 0									
Seeds, flax	2 0									
Seeds, linseed	2 0									
Seeds, rape	2 0									
Seeds *for crushing for oil*	2 0									
Sharps	2 0									
Shelling	2 0									
Soda	2 0									
Soda ash	2 0									
Soot	1 6									
Spelter	2 0									
Spetches, *wet*	2 0									
Staves	2 0									
Steel plates *for shipbuilding*	2 0									
Stone, *roughly wrought up—as troughs, sinks, &c.*	2 0									
Tares	1 6									
Tiles, *roofing, ridge, paving* (*quarries*), *at owner's risk.*	2 0									
Timber, *logs or baulks, by measurement.*	2 0									
Tyres (*See Axles and wheels*)	2 0									
Umber	2 0									
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water-cress, and all others, except as under.*	2 0									
Vegetables, *in packages, in 2 ton lots including carrots, mangel wurz onions, old potatoes and turnips.*	2 0									
Vetches	1 6									
Wheat	1 6									
Wheels, *railway* (*See Axles*)	2 0									
Whiting	2 0									

Edenham and Little Bytham Branch Railway.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	The foregoing charges are for the whole distance, 4¼ miles.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	None.
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	At owner's risk.
5. If not, state in what respects you depart from this condition.	None.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	48 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Until fetched away.
9. What charge for warehousing is made after the period has expired?	None.
10. What charge do you make for demurrage of waggons?	Great Northern Railway Company's waggons.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	No.
12. Are junctions considered as stations for the traffic of articles in this return?	None.
13. If not, state the exceptions, and give an instance of each class of exception.	None.
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	All goods invoiced to Little Bytham station only.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? if so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	No.
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*)		(*b.*)		(*c.*)	(*d.*)		(*e.*)		(*f.*)	(*g.*)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks* -	4*d.*	4*d.*	2*s.*	4¼ miles, length of line.	—	None.	Yes.	None.	Yes.	None.	None.
Acetate of soda - - -											
Acetic acid, *in casks* - -											
Ale and porter, *in casks* -	3*d.*										
Ammonia, *in casks or iron drums.*											
Antimony ore - - -											
Anvils - - - - -											
Apples - - - - -											
Argols - - - - -											
Arm and share moulds -											
Ashes, *pot and pearl* -											
Asphalte apparatus, *when not sent with asphalte.*											
Bagging, *Surat* - - -	4*d.*										
Barilla - - - - -											
Biscuit, *dog* - - -											
Blubber - - - -											
Blocks, *bobbin* - - -											
Boilers, *under 30 feet long*											
Bomb shells (not loaded) -											
Bone and horn waste, *in less quantities than 3 tons.*											
Bones, *packed* - - -											
Bottles, *black and green or common glass.*											

Edenham and Little Bytham Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Broom and brush blocks Buffers, *railway* Canada plates Cannon Capstan bars Castings, *light or heavy, not otherwise enumerated, at owner's risk.* Cattle food, *prepared* Chicory root Cider, *in casks* Clay retorts, at company's risk. Clog soles, *dressed* Clothes pegs, *packed* Clover seed, *at owner's risk.* Cobalt ore Cocoa-nut fibre or husk Cocoa-nut matting Cotton wool Crowbars Cutch Divi divi Doors, *in cases* Dyewoods, *not elsewhere specified.* Earthenware, *loose, at owner's risk, not less than 1 ton.* Earthenware bottles Epsom salts, *in casks* Esparto or Spanish grass, *not less than 2 tons per waggon.* Farina, *calcined* Fish, *i.e.*, thoroughly cured white herrings *in brine* Flint, *ground, packed, under 3 tons.* Fustic, *ground or chipped* Gambier Gasometer sheets Gooseberries, *unripe* Grain and flour, &c., viz.:— Groats Pearl barley Pot barley Shudes Granite, *polished and dressed, in blocks.* Grease Greaves Grindstones, *at company's risk.* Gunny bags, *old* Gun stocks, *rough* Hides, kips, and sheep-skins (*foreign*), *salted or in bales.* Hoofs and horns, *cow and ox, packed.* Hoops, wood and iron Horn tips, *packed* Ice, *packed* Ink, *in crates or casks* Iron bolts Iron bridge work, *of plates in parts not exceeding 30 feet, girders excepted.* Iron buoys, buckets, and cisterns. Iron, corrugated Iron cranework, *of plates in parts, not exceeding 30 feet.* Iron, galvanized Iron girders, *not exceeding 15 feet in length.* Iron hoops, sheets, or other damageable iron. Iron horse shoes and horse shoe bars. Iron masts, *ships, minimum one ton per waggon.* Iron nails Iron nuts Iron rivets Iron rolls, *cast or wrought, polished, packed or in bags, at owner's risk.* Iron shoe tips Iron spoutings and connections, *at owner's risk.* Iron studs Iron staples Iron tubing Iron washers Iron weights *for weighing* Iron wire, *not damageable* Iron wire, *galvanized*	4*d.*	4*d.*	2*s.*	4½ miles whole length	—	None.	Yes.	None.	Yes.	None.	None.

Edenham and Little Bytham Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Jute Keys, *railway, wooden* Lancewood spars Laths, *in bundles* Lead ashes, *in bags* Lead, sheet and piping Lead, *red and white* Lime salt Linseed meal Litharge Logwood, *ground or chipped.* Marble, *in blocks* Metal *sheathing, new or old* Millboards Molasses Muriate of iron, *in casks* Mustard seed, *for grinding* Myrobolans Nickel ore Nitrate of lead Oils, *in casks or iron drums*, viz.:— Cocoa nut Cod Cotton seed Lard Linseed Palm Pine Rapeseed Seal Train Whale Onions *in brine, in ton lots* Osiers and twigs, *green and wet.* Paper, coarse, *for wrapping goods or printing newspapers.* Paper, *waste* Paraffin *wax* Pasteboard Pears, *common* Perry, *in casks* Pitch Pumice stone Putty Quercitron bark Rags Railway springs Rice Rosin Rottenstone Saltpetre Scrap steel Seal skins, *wet and salted* Seeds, *agricultural, at owner's risk.* Sheep skins, *in casks* Sheep wash, *in casks* Shovel moulds Shumac Silicate of soda Size, *in casks* Skins, *in casks* Slate slabs, *not in cases, at owner's risk.* Slate slabs, *in cases* Soap Spade trees Split peas Stannite of soda Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.* Stearine Steel, *blistered* Stone, *carved for building purposes, at owner's risk* Sugar (*raw or refined*), *in casks and bags.* Sulphate of alumina Sulphate of copper Sulphate of soda Sulphate of zinc Syrup Tallow Tar Terra japonica Tiles, *ornamental, encaustic, and tesselated.* Tiles, *roofing, ridge, paving (quarries), at company's risk.* Tin, *in blocks, ingots, and boxes.* Treacle Turntables, *in parts* Valonia	4*d*	4*d*	2*s.*	4¼ miles. Whole length.	—	None	Yes.	None.	Yes.	None.	None.

Edenham and Little Bytham Branch Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and if so, at what Rates?
Vegetables, *1 ton and under 3 tons, including all kinds except as follows:*— Vegetables, viz.:— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.* Verjuice, *in casks* - - Vinegar, *in casks* - - Vitriol stone - - - Washing powder and paste Wood - - - - - Wood acid, *in casks* - - Woods, viz.:— Boxwood - - - Camwood - - - - Cedar - - - - Ebony - - - - Firewood, *prepared, less than 3 tons.* Lignum vitæ - - Lima wood - - - Maple - - - - Nicaragua - - - Rose wood - - - Sapan wood - - - Satin wood - - - Snake wood - - - Tulip wood - - - Walnut wood - - Zebra wood - - - Other furniture woods not specified. Zinc, *ingots, &c.* - - - Zinc-white, or oxide of zinc.	4*d.*	4*d.*	2*s.*	4½ miles. whole length.	—	None.	Yes.	None.	Yes.	None.	None.

2. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND CLASS of the Clearing House Classification. Appendix CP. Wool excepted, the minimum charge per ton being 3*s.*	4*d.*	4*d.*	2*s.*	4½ miles. whole length.	—	None.	Yes.	None.	Yes.	None.	None.

Edenham and Little Bytham Branch Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix CP.	4*d.*	4*d.*	2*s.*	4½ miles whole length.	—	None.	Yes.	None.	Yes.	None.	None.

4. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP. Carriage bodies unfinished (minimum 5 cwts.) excepted, the minimum charge being 1*s.*	4*d.*	4*d.*	2*s.*	4½ miles whole length.	—	None.	Yes.	None.	Yes.	None.	None.

5. State in the following Table the charges for the conveyance of the various articles named, between Stations on you own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify agains any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP. Organs and organ work, loose, perambulators, pictures, stucco figures, turtle and silk velvet excepted, the minimum charge under 112 lbs. weight being 6*d.*	4*d*	4*d.*	2*s.*	4½ miles whole length.	—	None.	Yes.	None.	Yes.	None.	None.

Edenham and Little Bytham Branch Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
			s. d.								
Acids and other highly corrosive articles.	6*d.*	6*d.*	2 6	4⅛ miles length of line.	—	None.	Yes.	None.	Yes.	None.	None.
Basket carriage bodies and Bath chairs, *at company's risk.*			2 6								
Caravans, *showmen's and others.*			2 6								
Carriage bodies, *finished, in cases.*			2 6								
Railway carriages, on their own wheels.			2 6								
Boilers of unusual dimensions.			2 6								
Contractors' waggons and materials, (*excepting rails and chairs*).	—	—	2 6								
Furniture, *in mats or loose*			2 6								
Furniture, *in vans, carts, or frames.*			2 6								
Forgings or castings, above six tons.			2 0								
Gunpowder - - -	6*d.*	6*d.*	2 6								
Lucifer matches, and other inflammable articles.			2 6								
Locomotive engines and tenders, on their own wheels.	—	—	2 0								
Petroleum and photogenic oil.	6*d.*	—	2 6								
Railway waggons - -	—	—	2 0								
Statuary - - -	6*d.*	6*d.*	2 6								
Returned empty packages -	1*d.*	6*d.*	1 6								
Small parcels - -	3*d.* under 24 lbs.		—								

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — The charges stated are for 4⅛ miles, the entire length.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — Until sent for.

9. What charge for warehousing is made after the period has expired? — None.

10. What charge do you make for demurrage of waggons? — Great Northern Railway Company's waggons.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — No.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — All goods are invoiced to Little Bytham station only.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — None.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — None.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — None.

Edenham and Little Bytham Branch Railway—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The above-named railway is private property, constructed at the expense of the late Lord Willoughby de Eresby, authorized by no Act of Parliament, but sanctioned by Government inspection, and opened for the conveyance of passengers on the 8th day of December 1857.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	No Express Trains Run.													
Highest - -							Per Mile. $2\frac{1}{8}d.$	—	Per Mile. $1\frac{1}{4}d.$	—	Per Mile. $\cdot 97d.$	—	—	—
Lowest - -														
Maximum fares allowed by Act of Parliament - -														

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

No intermediate station.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

No intermediate station.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

No.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - - - No express trains.
" " ordinary passenger trains including stoppages - - 15 miles per hour.
" " parliamentary trains " " - - - None.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Goods and Passenger Trains are all mixed.

Parcels up to 14 lbs. weight charged at $\frac{3}{4}d.$ per mile; from 14 lbs. to 24 lbs., $1d.$ per mile; and for every additional lb. $\frac{1}{16}d.$ per mile.

No intermediate station between Edenham and Little Bytham.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding £ each in value - -	$7\frac{1}{2}d.$ per head per mile.	
" " 2 " " " - -		
" " 1 " " " - -		
Two-wheeled carriages - - - - - - -	None.	
Four-wheeled " - - - - - - -	$7\frac{1}{2}d.$ per mile.	
Dogs - - - - - - - - -	$\frac{1}{2}d.$ per head per mile.	

What is the rate of insurance on horses exceeding the above-mentioned values?

Never insure any.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The rates charged are uniform to and from Edenham and Little Bytham.

Edenham and Little Bytham Branch Railway—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
Fat cattle	333	Charged at 1*d.* per head per mile, not by truck, half truck, or double van.										
Lean cattle	None.											
Sheep	3,283	Charged at $\frac{3}{16}$*d.* per head per mile.										
Lambs	Included above.											
Bacon pigs	None.											
Pork pigs	None.											
Horses in cattle trucks	None.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

No intermediate station. $4\frac{1}{8}$ miles from Edenham to Little Bytham.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

No intermediate station. Distance as above.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

None.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

Edenham and Little Bytham Railway opened in 1855.

	—	1855.	1865.
Single passenger fares, 1st class	—	2$\frac{1}{2}$*d.* per mile.	
„ „ 2nd class	—	1$\frac{1}{4}$*d.* „	
„ „ 3rd class	—	·97*d.* „	
Horses by passenger trains each	—	7$\frac{1}{2}$*d.* per head per mile.	
Four-wheeled carriages „	—	7$\frac{1}{2}$*d.* per mile each.	
Parcels	—	$\frac{3}{4}$*d.* „	
Oxen per head	—	1*d.* „	
Sheep „	—	$\frac{3}{16}$*d.* „	
Fish per ton	—	None.	
Coal „	—	4$\frac{1}{2}$*d.* per ton per mile.	
Bricks „	—	2*d.* „	
Manure „	—	4$\frac{1}{2}$*d.* „	
Iron ore „	—	None.	
Bar iron „	—	6*d.* per ton per mile.	
Iron castings „	—	6*d.* „	
Stone „	—	1$\frac{1}{2}$*d.* „	
Lime „	—	None.	
Salt „	—	2*d.* per ton per mile.	
Grain „	—	4$\frac{1}{2}$*d.* „	
Flour „	—	6*d.* „	
Timber „	—	6*d.* „	
Hay „	—	6*d.* „	
Potatoes „	—	6*d.* „	
Mangold wurzel „	—	None.	
Goods generally, of the kind now included by the Clearing House under the 1st class	The above rates are on private property and do not pass through the Clearing House.		
„ „ „ 2nd „			
„ „ „ 3rd „			
„ „ „ 4th „			
„ „ „ 5th „			

FLEETWOOD, PRESTON, AND WEST RIDING JUNCTION RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. } Preston (Maudland Junction) to Longridge, 8 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.* 6*d.*	Any quantity	7 to 8 miles.	—	—	Nil.	Yes.	Nil.	—
Cannel	The Company do not find waggons for cannel.								
Chromate ores	Do.		do.						
Cinders	Do.		do.						
Clay	Do.		do.						
Coal	Do.		do.						
Coke	Do.		do.						
Compost	1*s.*	2 tons.	7 miles.	—	—	Nil.	—	—	—
Coprolites, *for manure*									
Culm	The Company do not find waggons.								
Draining pipes and tiles (*com. for agricultural draining*).	2*s.*	Any quantity	7 to 8 miles.	—	—	Nil.	—	—	—
Dross									
Fire bricks and clay	1*s.* 6*d.*	Do.	Do.	—	—	Nil.	—	—	—
Flagstones	—	Do.	—	—	—	Nil.	—	—	—
Granite, *undressed*, quarry hewn stone, &c.	11*d.*	3 tons.	—	—	—	Nil.	—	2*d.* per ton.	Yes.
Gravel									
Iron ore									
Iron, *pig*	1*s.* 6*d.*	Any quantity	8 miles.	—	—				
Iron stone									
Lime and limestone									
Manure, *in bulk*	10*d.*	Do.	5 miles.	—	—				
Materials for road repairs.	1*s.*	Do.	Do.	—	—				
Peat									
Potter's earth									
Pyrites									
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	1*s.* 6*d.*	Any quantity	8 miles.	—	—	Nil.	—	—	—
Sand									
Scoriæ									
Slag									
Slates, *common*	1*s.* 8*d.*	Do.	8 miles.	—	—				
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	11*d.*	Do.	6 miles.	—	—				
Sulphur ore									
Tiles	1*s.* 6*d.*	Do.	Do.	—	—				
Turf									
Zinc ore									

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No, we don't collect or deliver.

8. What time is allowed at the stations for loading and unloading this class of traffic? — One to two days, but demurrage never enforced unless waggons kept over four days.

9. What charge do you make for demurrage of waggons — One shilling per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Except coal, coke, &c., the minimum charge being 3*d.* per ton for 1½ to 2 miles. No waggons found by owners on our short line except in rare instances.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Very rarely.

Fleetwood, Preston, and West Riding Junction Railway.—Inquiry No. 1.—*continued.*

18. Are junctions considered as stations for this class of traffic?	Yes.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts?	Yes.
If so,—	
a. Is the charge based on a minimum annual payment, or on the quantity carried?	500 tons within three months 1,000 „ six „ 2,000 „ twelve „ N.B.—These only apply to "rough unhewn stone" commonly called "rubble." — All to one party or concern; deduction about 10 to 15 per cent.
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Fleetwood, Preston, and West Riding Junction Railway Act, 19 & 20 Vict. c. 44, 1856.

LISKEARD AND CARADON RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Liskeard and Caradon Railway Act, 6 & 7 Vict. cap. 43 (1843).
The Liskeard and Caradon Railway Act Amendment, 10 & 11 Vict. cap. 62 (1847).
The Liskeard and Caradon Railway Act, 23 Vict. cap. 20 (1860).

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

Scarcely any parcel traffic; that carried is at about 15*s.* per ton.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former Return, the information in the annexed table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1845.	1850.	1865.
Single passenger fares, 1st class	None carried.	None carried.	None carried.
„ „ 2nd class			
„ „ 3rd class			
Horses by passenger trains - each			
Four-wheeled carriages „			
Parcels	—	—	—
Oxen per head	None carried.	None carried.	None carried.
Sheep „			
Fish per ton			
Coal „	6*d.*	6*d.*	6*d.*
Bricks „	6½*d.*	6½*d.*	6½*d.*
Manure „	4½*d.*	4½*d.*	4½*d.*

Liskeard and Caradon Railway.—Inquiry No. 9.—*continued.*

	1845.	1850.	1865.
Iron ore - - - - - - - - - ,,	None carried.	None carried.	None carried.
Bar iron - - - - - - - - - ,,	8*d.*	8*d.*	8*d.*
Iron castings - - - - - - - - ,,			
Stone - - - - - - - - - ,,	$4\frac{1}{2}d.$	$4\frac{1}{2}d.$	$4\frac{1}{2}d.$
Lime - - - - - - - - - ,,			
Salt - - - - - - - - - ,,			
Grain - - - - - - - - - ,,			
Flour - - - - - - - - - ,,	None carried.	None carried.	None carried.
Timber - - - - - - - - - ,,	$6\frac{3}{4}d.$	$6\frac{3}{4}d.$	$6\frac{3}{4}d.$
Hay - - - - - - - - - ,,	None carried.	None carried.	None carried.
Potatoes - - - - - - - - - ,,			
Mangold wurzel - - - - - - - - ,,			
Goods generally, of the kind now included by the Clearing House under the 1st class	——	——	——
,, ,, ,, 2nd ,,			
,, ,, ,, 3rd ,,			
,, ,, ,, 4th ,,			
,, ,, ,, 5th ,,			

NOTE.—The above charges include trucks, motive power, and terminal charges.

LLANELLY RAILWAY AND DOCK.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

	Miles.
Llanelly Railway, original undertaking - - - - - - - - -	$35\frac{1}{2}$
Vale of Towy Railway, worked by them - - - - - - - - -	$11\frac{1}{4}$
Carmarthen line - - - - - - - - - -	$14\frac{1}{4}$
Total - - - - - - - - - -	61

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS, WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
				Per Ton per Mile.					
				d.	*d.*	*d.*			
Bricks, *common*	8*d.*	4 tons	4 miles	1	1	1	No	Never done by the company.	
Cannel				1	1	1			
Chromate ores				1	1	1			
Cinders				1	1	1			
Clay				1	1	1			
Coal				1	1	1			
Coke				$1\frac{1}{2}$	1	No charge			
Compost				1	1	1			
Coprolites, *for manure*				$1\frac{1}{2}$	1	1			
Culm				1	1	1			
Draining pipes and tiles (*com. for agricultural draining*)				$1\frac{1}{4}$	1	2			
Dross				1	1	1			
Fire bricks and clay				1	1	1			
Flagstones				$1\frac{1}{4}$	1	2			
Granite, *undressed*				1	1	1			
Gravel				1	1	1			
Iron ore				1	1	No charge			
Iron, *pig*				$1\frac{1}{2}$	1	Do.			
Iron stone				1	1	1			
Limestone				1	1	1			
Lime				$1\frac{1}{2}$	$1\frac{1}{4}$	No charge			
Manure, *in bulk*				$1\frac{1}{2}$	1	2			
Materials for road repairs.				1	1	1			

Llanelly Railway and Dock Company.—Inquiry No. 1.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance, for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	d. What is the Charge for Loading and Unloading when done by the Company?	d. Is it in addition to the foregoing Charges?
					Per Ton per Mile.				
				d.	*d.*	*d.*			
Peat	—	—	—	—	—	—	—	—	
Potter's earth	—	—	—	—	—	—	—	—	
Pyrites	8*d.*	4 tons	4 miles	1	1	1	No	Never done by the company.	
Salt, *rock and unmanufactured.*				1½	1	No charge			
Salt, *in bulk*, including manufactured salt, when so carried.				1½	1	Do.			
Sand				1	1	1			
Scoriæ				1	1	1			
Slag				1	1	1			
Slates, *common*				1½	1	2			
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*				1½	1	2			
Sulphur ore				1½	1	No charge			
Tiles				1½	1	2			
Turf	—	—	—	—	—	—	—	—	
Zinc ore	—	—	—	—	—	—	—	—	

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk only.

6. If not, state in what respect you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 12 working hours.

9. What charge do you make for demurrage of waggons? — 2*s.* per day.

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges.
Bricks, *common*	See General Remarks.						
Coal	1½*d.* per ton per mile, any weight.						

General Remarks.

Owners' waggons are only used in two instances, in both cases for distances of about two miles only, to carry coal from collieries to the port of shipment, and the charge made is 1½*d.* per ton per mile for any weight per waggon, the owner finding engine power as well as waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions?

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given. — Every facility is given by rebooking and where necessary transferring the goods immediately on their arrival at junctions.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

Llanelly Railway and Dock—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster Alkali Alum and alum cake Anchors Asphaltum Asphalte apparatus *when sent with asphalte.* Axles, wheels, and tyres, *railway* Axles, *Bessemer made* Axles, wheels, and tyres, *steel, at owner's risk.* Baggage, *military* Bar wood Bark (tanners'), *packed* Barley Barytes Baywood Beans Bessemer made shot Bessemer made armour plates Bessemer made rails Bessemer made ingots Bessemer made rough forgings Bleaching powder Blocks, *rough cast steel horn* Bone ash Bone and horn waste, *in truck loads* Bones, *calcined* Bones, *common, for size or manure*	10*d.*	4 tons	4 miles	2½*d.*	2½*d.*					
Borings, *iron*	Do.	Do.	Do.	2*d.*	2*d.*					
Bran Brimstone Builders' implements, *ladders, planks, scaffold poles, &c.* Burr stones	Do.	Do.	Do.	2½*d.*	2½*d.*					
Cannon balls Cement Cement stone Chains, *large, loose* Chalk	8*d.*	Do.	Do.	1½*d.*	1½*d.*					
Charcoal, *packed* Charcoal, *animal* Charubs or locusts, *actual weight* Chimney pots, *earthenware, at owner's risk.* China clay lay retorts, *at owner's risk* Clog blocks, *rough*	10*d.*	Do.	Do.	2½*d.*	2½*d.*	No charge.		Never done by company.		
Coal dust, *in bags and casks* Coal tar and creosote, *in owner's trucks.* cocoa nut refuse, *for manure* Copperas Copper ore	8*d.*	Do.	Do.	2*d.*	2*d.*					
Cordwood, *machine weight* Cullet, *in casks*	10*d.*	Do.	Do.	2½*d.*	2½*d.*					
Dari Deals, 2½ *tons per standard* Dills Disinfecting powder Drain pipes	8*d.*	Do.	Do.	1½*d.*	1½*d.*					
Earth nuts Emery stone										
Farina Felloes, naves, and spokes Fire-clay chimney cans, *at owner's risk.* Fire-clay vent linings, *at owner's risk.* Fire-clay ware, *not otherwise specified, at owner's risk.* Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	10*d.*	Do.	Do.	2½*d.*	2½*d.*					
Flints	8*d.*	Do.	Do.	2*d.*	2*d.*					
Flint, ground, *packed, in truck loads of 3 tons and upwards.* Flooring boards Flour Founders' dust, *packed* Fullers' earth Fustic	10*d.*	Do.	Do.	2½*d.*	2½*d.*					
Gas and coal tar, and creosote, *in owner's trucks.* Gas and water pipes, *iron, except water pipes for spouting and their connections.* Gas water Glue pieces, *wet*										

Llanelly Railway and Dock.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Grains, *brewers' and distillers'*										
Grain, flour, &c. (*See separate entries.*)										
Grindstones, *at owner's risk*										
Guano										
Gurdgeons										
Gypsum										
Hominy										
Hoopwood, *rough, in bundles*										
Ice, *in 4 ton lots* (*weight taken at starting point.*)										
Indian corn										
Boiler plates, bars, and other undamageable iron.										
Forgings, *in the rough, not otherwise specified.*										
Iron retorts										
Scrap iron										
Iron spikes										
Lead ore										
Lathwood										
Lead, *pig*										
Leather shavings, *for manure*										
Mahogany										
Malt and meal										
Malt culms, *actual weight*										
Manganese										
Manure, *packed*	10*d.*	4 tons	4 miles	2½*d.*	2½*d.*					
Manure, *shoddy*										
Millet										
Muriate of potash										
Nitrate of soda										
Oats										
Ochre										
Oil cake										
Oil cake, *ground*										
Paddy or rice, *in the husk*										
Points and crossings, *railway*										
Patent fuel										
Peas, *dried*										
Pelts, *wet*										
Pipe clay										
Plaster										
Pollard										
Posts and rails *for fencing*										
Postwood, *machine weight*										
Pozzolano						No charge.		Never done by company.		
Propwood, *machine weight*										
Sleepers, *railway, machine weight*										
Rice flour and meal										
Ropes, *old, including wire ropes*										
Rye										
Sago flour										
Salt, *in bags*										
Salt, *manufactured*	8*d.*	Do.	Do.	2*d.*	2*d.*					
Salt cake										
Sanitary tubes										
Sash weights										
Satin white										
Sawdust										
Seeds, flax										
Seeds, linseed										
Seeds, rape										
Seeds *for crushing for oil*										
Sharps										
Shelling										
Soda										
Soda ash										
Soot										
Spelter										
Spetches, *wet*										
Staves										
Steel plates *for shipbuilding*										
Stone, *roughly wrought up—as troughs, sinks, &c.*										
Tares	10*d.*	Do.	Do.	2½*d.*	2½*d.*					
Tiles, *roofing, ridge, paving* (*quarries*), *at owner's risk.*										
Timber, *logs or baulks, by measurement.*										
Tyres. (*See Axles and wheels*)										
Umber										
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water cress, and all others, except as under—*										
Vegetables, *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*										
Vetches										
Wheat										
Wheels, *railway.* (*See Axles*)										
Whiting										

Llanelly Railway and Dock.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	Owner's risk.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, never.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	We do not warehouse ever.
9. What charge for warehousing is made after the period has expired?	
10. What charge do you make for demurrage of waggons?	2*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	No, not unless there happen to be stations there also.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Every facility is given, by accepting their charges as paid-ons, &c.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	We have no duplicate routes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No, there are no private waggons on the line suitable for this class of traffic.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between Stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll and, if so, at what Rates?
Acetate of lime, *in casks* -									No.		
Acetate of soda - - -											
Acetic acid, *in casks* -											
Ale and porter, *in casks* -											
Ammonia, *in casks or iron drums.*											
Antimony ore - - -											
Anvils - - - -											
Apples - - - -											
Argols - - - -											
Arm and share moulds -											
Ashes, *pot and pearl* -											
Asphalte apparatus, *when not sent with asphalte.*											
Bagging, *Surat* - - -	6*d.*	—	5*s.*	10 miles.	3*d.*	Included - -		3*s.* 4*d.*		No.	No.
Barilla - - - -											
Biscuit, *dog* - - -											
Blubber - - - -											
Blocks, *bobbin* - - -											
Boilers, *under* 30 *feet long*											
Bomb shells (not loaded)									Not included.		
Bone and horn waste, *in less quantities than* 3 *tons.*									No.		
Bones, *packed* - - -											
Bottles, *black and green, or common glass.*											
Broom and brush blocks -											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Buffers, *railway*											No.
Canada plates											2½*d.* per per ton per mile station to station.
Canon											
Capstan bars											
Castings, *light or heavy, not otherwise enumerated, at owners risk.*											
Cattle food, *prepared*											
Chicory root											
Cider, *in casks*											
Clay retorts, at company's risk.											
Clog soles, *dressed*											
Clothes pegs, *packed*											
Clover seed, *at owner's risk.*											
Cobalt ore											
Cocoa nut fibre or husk											
Cocoa nut matting											
Cotton wool											
Crowbars											
Cutch											
Divi divi											
Doors, *in cases*											
Dyewoods, *not elsewhere specified.*											
Earthenware, *loose, at owner's risk, not less than 1 ton.*											
Earthenware bottles											
Epsom salts, *in casks*											
Esparto or Spanish grass, *not less than 2 tons per waggon.*						Included.		3*s.* 4*d.*	No.	No.	No.
Farina, *calcined*											
Fish, *i. e.*, thoroughly cured white herrings *in brine.*											
Flint, *ground, packed, under 3 tons.*											
Fustic, *ground or chipped*											
Gambier											
Gasometer sheets											
Gooseberries, *unripe*											
Grain and flour, &c., viz.:—											
Groats											
Pearl barley											
Pot barley	6*d.*	—	5*s.*	10 miles.	3*d.*						
Shudes											
Granite, *polished and dressed, in blocks.*											
Grease											
Greaves											
Grindstones, *at company's risk.*											
Gunny bags, *old*											
Gun stocks, *rough*											
Hides, kips, and sheepskins, (*foreign*) *salted or in bales.*											
Hoofs and horns, *cow and ox, packed.*											
Hoops, wood and iron											
Horn tips, *packed*											
Ice, *packed*											
Ink, *in crates or casks*											
Iron bolts											
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*						Station to station only.					
Iron buoys, buckets, and cisterns.						Included.		3*s.* 4*d.*	No.	No.	No.
Iron, corrugated											
Iron cranework, *of plates in parts not exceeding 30 feet.*						Station to station only.					
Iron, galvanized											
Iron girders, *not exceeding 15 feet in length.*											
Iron hoops, sheets, or other damageable iron											
Iron horse shoes and horse shoe bars.											
Iron masts, *ships, minimum 1 ton per waggon.*											
Iron nails											
Iron nuts											
Iron rivets											
Iron rolls, *cast or wrought, polished, packed, or in bags, at owners risk.*						Included.		3*s.* 4*d.*	No.	No.	No.
Iron shoe tips											
Iron spoutings and connections, *at owners risk.*											
Iron studs											
Iron staples											
Iron tubing											
Iron washers											
Iron weights, *for weighing*											
Iron wire, *not damageable*											
Iron wire, *galvanized*											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Jute											
Keys, *railway, wooden*											
Lancewood spars											
Laths, *in bundles*	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Lead ashes, *in bags*											
Lead, sheet and piping											
Lead, *red and white*											
Lime salt.	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	2½*d.* per ton per mile, station to station
Linseed meal											
Litharge											
Logwood, *ground or chipped.*											
Marble, *in blocks*											
Metal *sheathing, new or old*											
Millboards											
Molasses											
Muriate of iron, *in casks*											
Mustard seed, *for grinding*											
Myrobolans											
Nickel ore											
Nitrate of lead											
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut											
Cod											
Cotton seed											
Lard											
Linseed	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											
Onions *in brine, in ton lots*											
Osiers and twigs, *green and wet.*											
Paper course, *for wrapping goods or printing newspapers.*											
Paper, *waste*											
Paraffin *wax*											
Pasteboard											
Tears, *common*											
Perry, *in casks*											
Pitch	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	2*d.* per ton per mile, station to station.
Pumice stone											
Putty											
Quercitron bark											
Rags	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Railway springs											
Rice											
Rosin											
Rottenstone	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	2½*d.* per ton per mile, 2 ton lots, station to station.
Saltpetre											
Scrap steel											
Seal skins, *wet and salted*											
Seeds, *agricultural, at owner's risk.*											
Sheep skins, *in casks*											
Sheep wash, *in casks*											
Shovel moulds											
Shumac											
Silicate of soda	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Size, *in casks*											
Skins, *in casks*											
Slate slabs, *not in cases, at owner's risk.*											
Slate slabs, *in cases*											
Soap											
Spade trees											
Split peas											
Staunite of soda											
Steam hammers, *of heavy castings and forgings, not exceeding 6 tons.*	—	—	—	—	—	Station to station only.					
Stearine											
Steel, *blistered*											
Stone, *carved, for building purposes, at owner's risk.*											
Sugar (*raw, or refined*), *in casks and bags.*											
Sulphate of alumina											
Sulphate of copper											
Sulphate of soda	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Sulphate of zinc											
Syrup											
Tallow											
Tar											
Terra japonica											
Tiles, *ornamental, encaustic, and tesselated.*											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Tiles, *roofing, ridge, paving (quarries), at company's risk.*											
Tin, *in blocks, ingots, and boxes.*											
Treacle											
Turntables, *in parts*											
Valonia											
Vegetables, 1 *ton and under* 3 *tons, including all kinds, except as follows,* Vegetables, viz.:— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than* 2 *tons.*	6*d.*		5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	2½*d.* per ton per mile, station to station.
Verjuice, *in casks*											
Vinegar, *in casks*											
Vitriol stone											
Washing powder and paste											
Wood											
Wood acid, *in casks*											
Woods, viz.:— Boxwood											
Camwood											
Cedar											
Ebony											
Firewood, *prepared, less than* 3 *tons.*											
Lignum vitæ											
Lima wood	6*d.*	—	5*s.*	10 miles.	3*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Maple											
Nicaragua											
Rose wood											
Sapan wood											
Satin wood											
Snake wood											
Tulip wood											
Walnut wood											
Zebra wood											
Other furniture woods not specified.											
Zinc, *ingots, &c.*											
Zinc-white, or oxide of zinc.											

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *in cases, at owner's risk.*											
Air stoves											
Albumen											
Ale and porter, *bottled, in cases, casks, and hampers.*											
Alkanet root											
Alizarine											
Aloes, *in casks*											
Alva marina or dry sea weed, *for upholsterers' purposes.*											
Annatto											
Archil											
Arrow root											
Arsenic											
Bacon and hams, *packed*											
Bagging											
Baking powder	6*d.*	—	6*s.* 8*d.*	10 miles.	4*d.*	Included.		3*s.* 4*d.*	No.	No.	No.
Bark, *tanners', loose*											
Bass mats											
Bedsteads, *common wood*											
Bedsteads, *iron, in cases or bundles.*											
Beef, *in casks*											
Besoms, *birch*											
Bichrome											
Biscuit											
Blacking											
Black lead											
Bladders, *in casks*											
Boilers, *under* 1 *ton in* 1 *waggon.*						Station to station only.					
Boilers, 30 *feet and under* 45 *feet.*						Do.					
Bone flats						Included.		3*s.* 4*d.*	No.	No.	No.
Bones, *loose, other than for size or manure.*						Do.		3*s.* 4*d.*	No.	No.	No
Boracic acid						Do.		3*s.* 4*d.*	No.	No.	No.

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Borax											
Brass											
Brass *scrap*											
Brass wire											
Bread											
Bricks, *Bath or Flanders*											
Broom and mop handles											
Buckles, *brass*											
Bump											
Butter, *in casks or boxes*											
Camata											
Camatina											
Canary seed											
Candles, *except wax*											
Candlewick											
Canvas											
Cardamoms, *in casks*											
Carpeting											
Caraway seed											
Carriage and cart springs, axles, and steps.											
Catsup, *in casks*											
Chain harrows											
Chains and traces, *in casks*											
Chains, *small, not exceeding $\frac{5}{8}$ inch, loose.*											
Cheese, *packed*											
Chicory, *prepared*											
Chimney pots, *earthenware, at company's risk.*											
China, *in casks or crates*											
Chocolate											
Cider, *bottled, in cases, casks, or hampers.*											
Clod crushers											
Clover seed, *at company's risk.*											
Cocoa											
Cocoa nuts											
Codilla											
Coffee											
Confectionery, *in hogsheads*											
Copper											
Copper coin								3*s.* 4*d.*	No.	No.	No.
Copper *scrap*											
Cordage											
Coriander seed											
Cotton twist											
Cotton waste											
Cranberries											
Cranework *of wood, and damageable iron, in parts.*											
Crematine											
Crucibles, *at owner's risk*	6*d.*	—	6*s.* 8*d.*	10 miles.	4*d.*	Included.					
Cudbear											
Currants, *grocers'*											
Dates											
Disinfecting fluid, *in casks or tins.*											
Drugs, *in casks or bales*											
Drysalteries, *not elsewhere specified, in casks.*											
Dyes, *liquid, in casks*											
Earthenware, *in casks and crates.*											
Edge tools											
Eggs, *in crates or boxes*											
Emery											
Emery paper											
Engines, *steam, portable, weighing 3 tons and upwards.*											
Felspar											
Felt											
Figs											
Files											
Filters, stoneware											
Fire-clay ware, *at company's risk, viz.:—*											
Chimney cans, vent linings, and other fire-clay ware *unspecified.*											
Fire engines, *steam or otherwise, 3 tons or upwards.*								Station to station only.			
Fish:—											
Thoroughly cured red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*											
Shellfish, *at owner's risk*											
Cockles											
Limpets											
Mussels											
Periwinkles											
Whelks								3*s.* 4*d.*	No.	No.	No.
Flax											
Flax straw, *at owner's risk; 30 cwt. per waggon minimum.*											
Flax waste											
Flocks											
Forges, *portable*											
Frying pans											
Garancine											
Ginger											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Ginger beer											
Glass beads, *in casks or cases.*											
Glass, flint, *at sender's risk*											
Glass, crown, *in boxes and crates, at sender's risk.*											
Glass, window and rough plate, *at sender's risk.*											
Glue											
Glue pieces, *dry*											
Goat's hair											
Granilla											
Granite, *polished and dressed, in cases.*											
Grapes, foreign, *as imported, at owner's risk.*											
Gums *of all sorts*											
Gun barrels, *rough*											
Gutta percha, *unmanufactured.*											
Hair, *plasterers'*											
Hammer heads											
Hammer shafts											
Hardware											
Hay, *hydraulic pressed*											
Hay—*station to station, at owner's risk—30 cwt. per waggon, minimum.*											
Hearth rugs											
Hemp											
Hemp seed											
Hemp warps, *packed*											
Hides, kips, and sheepskins, *green or market, at owner's risk.*											
Hoes						Included.		3*s.* 4*d.*	No.	No.	No.
Hogsheads, *not being returned empties.*											
Hoofs and horns, *cow and ox, loose.*											
Horn tips, *loose*											
Hurdles, *iron or wood*			6*s.* 8*d.*								
Ice, *loose*											
India rubber											
Iron buckles											
Iron hinges											
Iron holloware, *in hogsheads.*											
Iron liquor											
Iron palisades											
Iron safes											
Iron screws	6*d.*	—		10 miles	4*d.*						
Iron spoons											
Iron wire, *bright*											
Ivory black											
Japan and tin ware, *in casks or cases.*											
Kelp											
Lac, *of all sorts*											
Lard, *in casks, boxes, and tins.*											
Lasts, *packed*											
Leather, *undressed*											
Lemonade											
Lemons											
Lemon juice											
Lemon peel, *in casks*											
Locks											
Locomotive tubes											
Machinery, *heavy*						Station to station only.					
Madders											
Malt crushers											
Marble, *in cases*											
Marble, *sawn into slabs, but cemented together.*											
Mastic											
Matches, *wood splints for, packed.*											
Matchetts											
Mats and matting (*except cocoa-nut matting*).											
Mexican fibre											
Millstones											
Mineral water, *in casks*											
Mohair											
Moss, *in bales*						Included.		3*s.* 4*d.*	No.	No.	No.
Mungo											
Munjeet											
Naphtha, *in casks or iron drums.*											
Netting, *fishing and garden, in bales.*											
Nickel			6*s.* 8*d.*, including collection and delivery.								
Nuts											
Oakum											
Oils, *in casks and iron drums, not otherwise specified.*											
Old clothes											
Onions, *in brine, less than 1 ton.*											
Oranges											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Orchilla weed Osiers and twigs, *brown* Osnaburgs Oxalic acid Paints and colours, *in casks* Palm leaves Paper hangings Pearl shells Pelts, *dry* Perry, *bottled, in cases, casks, or hampers.* Piassava Picker bends Pins, *metal, in boxes* Pipes, *empty, not being returned empties.* Pork, *in casks* Prussiate of potash Potatoes, *preserved* Powder blue Printing machines, *at owner's risk.* Provisions, *salt* Prunes Puncheons, *new, empty* Quicks, shrubs, and trees Rabbit skins, *undressed* Raisins Ridges, *not declared at owner's risk.* Ropes, *new, including wire ropes.* Sad irons Safety boxes Safflower Sago Sal ammoniac Sand paper Sarsaparilla Sassafras Saws Screw jacks Screws Scythe stones, *loose, at owner's risk.* Scythe stones, *packed* Seeds, *agricultural, at company's risk.* Sheep's guts, *in casks* Shoddy Shoe pegs Shot, *small, in bags* Signal posts, and materials belonging thereto, *not less than* 1 *ton per waggon.* Silk waste, *undressed* Sink traps Sizing Slates, *writing* Slate pencils Smalts Soda water Soldiers' clothing Spades and shovels, *iron* Spetches, *dry* Spirit of tar, *in casks or iron drums.* Starch Steam ploughs and machinery attached, *when weighing* 3 *tons or more.* Steel bars and bundles Stone blue Stone, *carved for builders' purposes, at company's risk.* Sugar, *lump, loose* Sugar mills Sugar moulds and pans Sugar of lead Tarpaulings Tartaric acid Terra cotta casts Tineal Tinfoil Tin scrap Tin ware, *in casks or cases* Tobacco, *leaf* Tow Trenails Turmeric Turpentine, *in casks* Twine Type, *old* Umbrella stretchers Varnish, *in casks and iron drums.* Vegetables, *above* 3 *and under* 20 *cwts., minimum charge* 3 *cwts.* Vegetable ivory	6*d.*	—	6*s.* 8*d.*, including collection and delivery.	10 miles.	4*d.*	Included. Station to station only. Included.		3*s.* 4*d.*	No.	No.	No.

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Vegetable wax Verdigris Vices Washers Weft, *cotton* Weighing machines, *small, at owner's risk.* Weighing machines, *large* Whetstones Window sashes and mouldings, *at owner's risk.* Wool Yarn, *coir or hemp* Yarn, *linen and cotton, packed.* Yeast, *in casks, ton lots* Yellow berries Zinc sheets	6*d.*	—	6*s.* 8*d.*, including collection and delivery.	10 miles.	4*d.*	Included.		3*s.* 4*d.*	No.	No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Agricultural machines and implements, *except clod crushers and steam ploughs, at owner's risk.* Almonds, *in shell* Aloes, *in hampers or boxes* Ammonia, *liquid, in carboys* Angelica root Asparagus Bacon and hams, *loose* Bark, *Peruvian* Bees' wax Bellows Bells, *of all kinds* Black beer Blankets Blocks, *ships'* Blowing engines Boats or cobles, *minimum charge 1 ton per waggon.* Bobbins Boilers, *45 feet and above* Books Boots and shoes (*including goloshes*), *in casks, cases, or boxes.* Bristles Brooms, broom heads, and brushes. Buckets and pails Buckram Butter, *in casks and tubs* Buttons Calicoes Canada stoves Candied peel Canes and rattans, *packed* Cardamoms, *in boxes or hampers.* Cards and railway tickets Carpet bags Cassia lignea Castings, *at company's risk, not otherwise enumerated.* Castor oil, *in boxes, casks, or iron drums.* Cheese, *loose* Clocks, *American and Dutch.* Clogs, *in casks, cases, or boxes.* Combs Confectionery, *in boxes or cases.*	6*d.*	—	8*s.* 4*d.*	10 miles.	5*d.*	Included. Station to station only. Included.		4*s.*	No.	No.	No.

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges?	(g.) Are any of these Articles carried upon Toll, and, if so at what Rates?
Conservatories and hothouses, *in parts, at owner's risk.* Copper boilers Copper rollers Cordials and sweets, *in casks or hampers.* Corkwood Cotton slops, *in bales* Cotton stays, *in cases* Cotton warps, *in bundles* Cowries Crinoline steel Crucibles Cutlery						Included.					
Drugs, *in boxes or hampers* Drysalteries, *in boxes or hampers, and not otherwise specified.* Fenders, *at owner's risk* Fire engines, *steam or otherwise, 1 ton and under 3 tons.* Fire escapes, *minimum of 1 ton per waggon.* Fire irons						Station to station only.					
Fish, viz.:— *Herrings and sprats in any state not otherwise named.* Kippered salmon. All other fish partially cured, smoked, or dried. Shellfish, say,— Cockles Limpets Mussels Periwinkles, and Whelks, *at company's risk.* Oysters Flannel Floor cloth, *not exceeding 10 feet in length.* French plums Fruit, *ripe* Fur off rabbit skins											
Galls Gas and water meters Gelatine Glass, *flint and rough plate* Glass retorts Goods, *heavy, not specified* Grates, *polished, at owner's risk.* Grates, *common* Groceries, *mixed packages* Guns and pistols Gutta percha, *manufactured*	6*d.*	—	8*s.* 4*d.*	10 miles	5*d.*	Included.		4*s.*	No.	No.	No.
Hair, *upholsterers'* Harness Hatters' wool Hides, kips, and sheepskins, *dry, loose.* Hides, kips, and sheepskins, *green or market, not declared at owner's risk.* Honey Hops Hosiery											
India-rubber goods Indigo Ink, printers' Iron girders, *exceeding 15 feet in length.* Iron pots, *loose* Iron rolls, *cast or wrought, polished, packed, or in bags, at company's risk.* Iron spoutings and connexions, *at company's risk.* Iron trays Iron wire fencing						Station to station.					
Japan and tin ware, *in hampers or crates.* Joiners' work, *not elsewhere specified.* Kamptulicon Knife cleaners Lamp black Lard, *in casks and tubs* Leather, *dressed* Linens, *in bales, boxes, cases, packs, and trusses.* Liquorice Lithographic stones, *at owner's risk.* Looms, *at owner's risk* Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.* Mangles, *at owner's risk*						Included.					

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Mattresses (*when not as household furniture*).											
Meats, *preserved*											
Mineral water, *in boxes or hampers.*											
Muskets, *in cases*											
Mustard											
Nails, *copper and brass*											
Oil and varnish, *in basketed tins.*											
Oilcloth table covers											
Organs and organ work, *loose, at owner's risk.*											
Osiers and twigs, *white*											
Ovens, *common*											
Paints and colours, *in hampers and boxes.*											
Paper, *fine, writing, blotting, tissue, and fancy.*											
Pens, *steel, from makers*											
Pepper											
Phosphorus, *in tins, hermetically sealed.*											
Pickles											
Pimento											
Plumbago											
Rabbit skins, *dressed*											
Reeds and rushes, *packed*											
Refiners' sweepings											
Rugs, *woollen*											
Saddlers' ironmongery											
Saddlery											
Ships' sails											
Sardines											
Scales and scale beams											
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*											
Scythes											
Seal skins, *dry*											
Shells, *in cases or casks*											
Sickles											
Silver ore											
Skins, *fine, imported, such as deer, fox, goat, kid, musquash, and nutria.*											
Slate slabs, *not in cases, at company's risk.*											
Smallwares											
Snuff											
Scented soap											
Spanish juice											
Spermaceti, *in boxes*	6*d.*	—	8*s.* 4*d.*	10 miles	5*d.*	Included.		4*s.*	No.	No.	No.
Stags' horns											
Stationery, *general*											
Steam engines, *portable, under 3 tons.*											
Sugar candy											
Tacks											
Tapes											
Tapioca											
Tea											
Tents or marquees—*minimum 1 ton per waggon, where more than one used.*											
Theatrical scenery, panoramas, &c., *in cases at owner's risk.*											
Thread, *cotton and linen*											
Tobacco, *manufactured*											
Tonquin beans											
Toys *of all kinds, in cases*											
Turnery ware											
Turpentine, *in basketed tins.*											
Ultramarine											
Umbrellas											
Vegetables, *in lots of 3 cwts. or under.*											
Veneers											
Venetian blinds											
Vinegar, *in casks*											
Wadding											
Washing and wringing machines, *at owner's risk.*											
Watch glasses											
Whalebone											
Wheels, *coach and carriage, at owner's risk.*											
Window frames, *cast iron*											
Wines and spirits, *in casks and cases.*											
Wines, British, *in casks or hampers.*											
Yarn, *linen and cotton, loose.*											
Yarn, *packed in cans*											
Yarn, *woollen and worsted*											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.)		(b.)		(c.)	(d.)		(e.)		(f.)	(g.)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetic acid, *in carboys* -											
Agricultural machines and implements, *at company's risk (except clod crushers and steam ploughs).*											
Alabaster ornaments and figures, *packed, at owner's risk.*											
Almonds, *not in shell* -											
Anchovies - - - -											
Balloons, *at owner's risk* -											
Barèges - - - -											
Baskets - - - -											
Bent wood - - - -											
Bonnet fronts, *at owner's risk.*											
Book muslin - - -											
Boothing or stalling - -											
Boots and shoes (*including goloshes*) *in hampers.*											
Bottles, *white glass* - -											
Bradford stuff goods - -											
Brass pipes - - - -											
Brass tubing (*except locomotive tubes*).											
Britannia metal goods -											
Bronze powder - - -											
Busks, *wooden* - - -											
Butter, *in crocks* - -											
Calenders - - - -											
Candles, *wax* - - -											
Canes and rattans, *loose* -											
Carboys, *new, empty, glass*											
Cards for carding machines, *in boxes only.*											
Carriage bodies, *unfinished* (*minimum 5 cwts.*)											
Catsup, *in bottles* - -											
Cheese presses - - -											
Chimney pots, *zinc* - -											
Churns - - - -											
Clogs, *in hampers* - -											
Cloth caps - - - -											
Coach trimmings - -											
Cobalt - - - - -											
Cochineal - - - -											
Coffins, *metallic* - - -											
Conservatories and hothouses, *in parts.*											
Copper pipes - - -	6*d.*	—	10*s.*	10 miles.	7*d.*	Included.		4*s.*	No.	No.	No.
Copper tubing (*except locomotive tubes*).											
Copying presses - -											
Corks and bungs - -											
Drapery - - - -											
Dyes, *liquid, in hampers or boxes.*											
Fenders, *at company's risk*											
Fire clay ware, vases, and other ornamental productions.											
Fish, *salmon, in boxes, prawns, and shrimps.*											
Floor cloth, *exceeding 10 feet long, in case.*											
Flower roots, *bulbous* - -											
Garden plants, *in baskets, mats, or pots.*											
Garden seats - - -											
Garden seeds - - -											
Gilt mouldings, *in cases* -											
Ginger, *preserved* - -											
Glass, *crown and window* -											
Goods, *light, not specified* -											
Granite, *polished and dressed, in slabs.*											
Grapes - - - - -											
Grates, *polished, at company's risk.*											
Gravestones - - -											
Handmills - - - -											
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*											
Hay rakes and forks, *in bundles.*											
Indigo, extract of - -											
Ink, *in jars or bottles* -											
Isinglass - - - -											
Juniper berries - - -											
Lamps - - - -											
Lard, *in crocks* - - -											
Lint - - - - -											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Lithographic stones, *at company's risk.*											
Looms, *at company's risk*											
Luggage, *trunks, &c.*											
Maccaroni											
Machinery, *light*											
Mangles, *at company's risk.*											
Marble, *in slabs*											
Meats, *fresh*											
Merinoes											
Mistletoe											
Naphtha, *in tins*											
Needles, *in boxes*											
Nutmegs											
Oils, *in cans, jars, and boxes (except castor oil).*											
Organs and organ work, *in cases.*											
Paper trays											
Patterns (*travellers'*)											
Picture frames											
Pipes, *smoking*											
Plated goods											
Poppyheads											
Poultry, *dead*											
Printing machines, *at company's risk.*											
Quicksilver											
Quills											
Rabbits											
Railway carriages, *new, in cases.*											
Reeds and rushes, *loose*											
Shafts, *gig*											
Spades and shovels, *wooden*											
Silk waste *dressed or spun.*											
Spindles											
Spirit of tar, *in tins*											
Sponge, *in bales*											
Sticks											
Straw, *minimum charge 20 cwts. per waggon.*											
Straw plait	6*d.*	—	10*s.*	10 miles.	7*d.*	Included.		4*s.*	No.	No.	No.
Stucco figures, *packed, at owner's risk.*											
Tamarinds											
Tartatans											
Teazles, *imported, packed*											
Theatrical scenery, panoramas, &c., *at owner's risk, not in cases.*											
Tongues, *animal*											
Turpentine, *in cans, jars, and boxes.*											
Type, *new*											
Upholsterers' trimmings											
Varnish, *in tins*											
Vermicelli											
Vinegar, *in carboys*											
Washing and wringing machines, *at company's risk.*											
Wearing apparel, and household linen.											
Weighing machines, *small*											
Wheels—*coach and carriage wheels, at company's risk.*											
Window sashes and mouldings, *at company's risk.*											
Wines and spirits, *in hampers.*											
Wines and spirits, *in jars or bottles containing 2 gallons or less.*											
Wood acid, *in carboys*											
Wood patterns, *for castings.*											
Woollen and worsted goods, not elsewhere specified.											
Yeast, *small lots*											
Yeast, *German*											
Zaffers											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e) What is the Charge per Ton for Collection and Delivery?	(e) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Alabaster ornaments and figures, *at company's risk.*											
Aluminium											
Amber											
Basket carriage and gig bodies, *at owner's risk.*											
Bath chairs, *packed, at owner's risk.*											
Billiard tables, slate beds of.											
Bonnet fronts, *at company's risk.*											
Bonnet shapes											
Bonnets											
Chairs, *new, Windsor and common.*											
China, *in boxes*											
Cigars											
Cinnamon											
Clocks, *English and French*											
Cornice poles											
Crape											
Crinolines											
Chandeliers and gaseliers											
Elephants' teeth											
Embroidery											
Engravings											
Feathers											
Fish, fresh, *all sorts, not otherwise specified.*											
Fish, shell, *crabs and lobsters.*											
Furniture, *packed in cases and frames.*											
Furniture, *in mats or loose, at owner's risk.*											
Furs											
Game											
Glass, *stained, plate, and shades, at owner's risk.*											
Gloves	6*d.*	—	15*s.*	10 miles.	1*s.* 1*d.*	Included.		4*s.*	No.	No.	No.
Hats *of all kinds*											
Ivory											
Lace											
Millinery											
Mirrors, *at owner's risk*											
Mushrooms											
Musical instruments											
Organs and organ work, *loose, at company's risk.*											
Papier mâché goods, *except trays.*											
Parchment											
Perambulators, *in cases, crates, and boxes.*											
Perfumery											
Pianos, *packed*											
Pictures											
Poultry, *alive*											
Ribbons											
Sewing machines											
Silk, *manufactured*											
Silk, *raw*											
Sponge, Turkey, *in cases*											
Stucco figures, *packed, at company's risk.*											
Teazles											
Tin ware, *loose*											
Tortoise shell											
Turtle											
Velvet, *silk*											
Ventilators											
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*											

Llanelly Railway and Dock.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*)		(*b.*)		(*c.*)	(*d.*)		(*e.*)		(*f.*)	(*g.*)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Special agreement.										
Basket carriage bodies and Bath chairs, *at company's risk.*	Fifty per cent. on 5th class rates.										
Caravans, *showmen's and others.*	Do.	do.									
Carriage bodies, *finished, in cases.*	Do.	do.									
Railway carriages, on their own wheels.	Sixpence each per mile.										
Boilers, of unusual dimensions.											
Contractors' waggons and materials (*excepting rails and chairs*).	Twopence per ton per mile.										
Furniture, *in mats or loose.*	Fifty per cent. on 5th class rate.										
Furniture, *in vans, carts, or frames.*	Fifth class rates.										
Forgings or castings, above six tons.											
Gunpowder - - -	Fifth class rate.										
Lucifer matches and other inflammable articles.	Do.										
Locomotive engines and tenders, on their own wheels.											
Petroleum and photogenic oil.											
Railway waggons - -	Threepence each per mile.										
Statuary - - -	Fifty per cent. on 5th class rate.										
Returned empty packages -	Fourth class rate.										
Small parcels - - -	Sixpence under 56 lbs., 10*d.* above till more by weight.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes, except between stations where we are in competition with the Great-western Railway, where we carry at same rates as that company, which are lower.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?	
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	7 days.
9. What charge for warehousing is made after the period has expired?	4*d.* per cwt. per week.
10. What charge do you make for demurrage of waggons?	

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	No, not unless they are also stations.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Every facility usual in such cases is given.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

Llanelly Railway and Dock—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

16 & 17 Vict. c. 169. "The Llanelly Railway and Dock Act, 1853." } As to the "Original Undertaking" of the Company.

17 & 18 Vict. c. 150. "The Vale of Towy Railway Act, 1854," and 21 & 22 Vict. c. 147. "The Vale of Towy Railway (Leasing) Act, 1858." } As to the Vale of Towy Raillway.

24 & 25 Vict. c. 217. The "Llanelly Railway (New Lines) Act, 1861." } As to the "Carmarthen Line Undertaking" of the Company.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former Returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	No express trains run.						*d.* 2	*d.* 3	*d.* $1\frac{1}{2}$	*d.* $2\frac{1}{4}$	*d.*		*d.* 1	*d.* $1\frac{2}{3}$
Highest - -							as above.							
Lowest - - -							1·41		1·06		0·6		0·6	
Maximum fares allowed by Act of Parliament.							3		2		$1\frac{1}{2}$		1	

Places between which the Highest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

Except as below specified, all the fares are at the average rates stated above.

Places between which the Lowest rate of Passenger fare is charged, giving the fares for each class, and the distances between the stations.

Llanelly and Carmarthen, 34 miles. First class, 4*s.*; 2nd class, 3*s.*; 3rd class, 1*s.* 8*d.*

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

To Llanelly, Llandilo, Llandovery and Carmarthen, from all stations, at a single fare, with one penny added.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - None.

„ „ Ordinary passenger trains, including stoppages - - } 18 miles per hour.

„ „ Parliamentary „ „ „ - -

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

The excursion trains are only occasional, and the fares according to special agreement.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

By passenger trains for long distances at the rate of 1*d.* for every 6 lbs., with a minimum charge of 4*d.*

By goods trains we do not carry parcels.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former Returns.

	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	*s.* *d.*
Horse boxes containing 3 horses, not exceeding £ in value } we carry at	0 7	5 0
Do. 2 do. do. } owner's risk	0 5	3 6
Do. 1 do. do. } only.	0 3	2 0
Two-wheeled carriages - - - - - - - - -	0 3	2 0
Four do. do. If very light, charged as 2-wheel, otherwise -	0 5	3 6
Dogs - - - - - - - - - -	6*d.* each for any distance.	

What is the rate of insurance on horses exceeding the above-mentioned values?—None.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

The charges are uniform.

Llanelly Railway and Dock—*continued.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*s. d.*				
Fat cattle	—	5	5	5	3	3	3	3 6	We have none.			
Lean cattle					5							
Sheep					15							
Lambs					20							
Bacon pigs					9							
Pork pigs					12							
Horses in cattle trucks	Don't carry.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Our charges are all at the same rate.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions :—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1865.
Single passenger fares, 1st class	—	2*d.*	2*d.* per mile.
" " 2nd class	—	1½*d.*	1½*d.* "
" " 3rd class	—	1*d.*	1*d.* "
Horses by passenger trains each	—	—	3*d.* "
Four wheeled carriages * "	—	—	5*d.* "
Parcels	—	—	1*d.* per 6 lbs.
Oxen per head	—	—	Don't carry, except in truck loads.
Sheep "	—	—	
Fish per ton	—	—	Don't carry any.
Coal "	—	1½*d.*	1*d.* per ton.
Bricks "	—	—	1½*d.* "
Manure "	—	—	1½*d.* "
Iron ore "	—	—	1*d.* "
Bar iron "	—	—	2*d.* "
Iron castings "	—	—	2¾*d.* "
Stone "	—	—	1½*d.* "
Lime "	—	—	1¼*d.* "
Salt "	—	—	1½*d.* "
Grain "	—	—	2*d.* "
Flour "	—	—	2*d.* "
Timber "	—	—	2*d.* "
Hay "	—	—	2¾*d.* "
Potatoes "	—	—	2¾*d.* "
Mangold wurzel "	—	—	—
Goods generally, of the kind now included by the Clearing-house, under the 1st class	—	—	4*d.* per ton per mile.
" 2nd "	—	—	5*d.* " "
" 3rd "	—	—	6*d.* " "
" 4th "	—	—	9*d.* " "
" 5th "	—	—	17*d.* " "

* Very light 4-wheeled carriages are charged as 2-wheeled at 3*d.* per mile.

LLYNVI VALLEY RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.
Llynvi Valley Railway, 20½ miles.

OR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.
Nil.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
Bricks, *common*	1*s.*	4 tons	3 miles	1*d.*	—	—	Yes.
Cannel	—	—	—	—	—	—	
Chromate ores	—	—	—	—	—	—	
Cinders	—	—	—	—	—	—	
Clay	—	—	—	—	—	—	
Coal	6*d.*	4 tons	3 miles	½*d.*	—	—	
Coke							
Compost	—	—	—	—	—	—	
Coprolites, *for manure*	—	—	—	—	—	—	
Culm	—	—	—	—	—	—	
Draining pipes and tiles (*com. for agricultural draining*).	2*s.*	4 tons	3 miles	1½*d.*	—	—	
Dross	—	—	—	—	—	—	
Fire bricks and clay	1*s.*	4 tons	3 miles	1*d.*	—	—	
Flagstones							
Granite, *undressed*							
Gravel							
Iron ore							
Iron, *pig*	1*s.* 6*d.*	Do.	Do.	Do.	—	—	
Iron stone	1*s.*	Do.	Do.	Do.	—	—	
Lime and limestone							
Manure, *in bulk*							
Materials for road repairs							
Peat							
Potters' earth	—	—	—	—	—	—	
Pyrites	—	—	—	—	—	—	
Salt, *rock, and unmanufactured.*	2*s.*	4 tons	3 miles	1½*d.*	—	—	
Salt, *in bulk*, including manufactured salt, when so carried.	—	—	—	—	—	—	
Sand	1*s.*	4 tons	3 miles	1*d.*	—	—	
Scoriæ	—	—	—	—	—	—	
Slag	1*s.*	4 tons	3 miles	1*d.*	—	—	
Slates, *common*	2*s.*	Do.	Do.	1½*d.*	—	—	
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.*	Do.	Do.	1*d.*	—	—	
Sulphur ore	—	—	—	—	—	—	
Tiles	2*s.*	4 tons	3 miles	1½*d.*	—	—	
Turf	1*s.*	Do.	Do.	1*d.*	—	—	
Zinc ore	—	—	—	—	—	—	

10*d*. Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — Except for large quantities of iron ore.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, with the Great Western Railway Company.

18. Are junctions considered as stations for this class of traffic? — Yes.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The traffic is consigned in the ordinary manner.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

Llynvi Valley Railway—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

Llynvi Valley Railway Act, 1855.—18 & 19 Vict. c. 50.
Llynvi and Ogmore Railways Act, 1864.—27 & 28 Vict. c. 48.

LONDON, TILBURY, AND SOUTHEND RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

15 & 16 Vict. cap. 84 (1852); 17 & 18 Vict. cap. 133 (1854); 19 & 20 Vict. cap. 76 (1856).

MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this refers, and state their respective lengths.
Manchester South Junction and Altrincham Railway, 9¼ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	All articles, except those marked *, from 1s. to 1s. 8d.	4 tons	Any distance up to 9 miles.	Length of line does not exceed 9¼ miles.	No scale.	No fixed charge.	Yes.	The Company do not perform this service in any case.	
*Cannel	See Coal and Coke.								
Chromate ores									
Cinders									
Clay									
*Coal	The Company have no wagons of the description used for this traffic.								
*Coke									
Compost									
Coprolites, *for manure*									
Culm									
Draining pipes and tiles (*com. for agricultural draining*).									
Dross									
Fire bricks and clay									
Flagstones									
Granite, *undressed*									
Gravel									
*Iron ore	Not conveyed in Company's waggons.								
Iron, *pig*									
Iron stone	Not conveyed in Company's waggons.								
*Lime and limestone	See Coal and Coke.								
Manure, *in bulk*	Not conveyed in Company's waggons.								
Materials for road repairs.									
Peat									
Potters' earth									
Pyrites									
Salt, *rock, and unmanufactured.*									
Salt, *in bulk*, including manufactured salt, when so carried.	Not conveyed in Company's waggons.								
Sand									
Scoriæ									
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*									
Sulphur ore									
Tiles									
Turf									
Zinc ore									

Manchester South Junction and Altrincham Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If not, state the nature of the exceptions.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition. — No departure from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Loading, one day; unloading, two days.

9. What charge do you make for demurrage of waggons? — Three shillings per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
Bricks, *common*	We have no traffic of this description in owner's waggons.						
Cannel	9*d.* to 1*s.*	4 Tons.	Any distance up to 9 miles.	Length of line under 10 miles.			
Chromate ores	*See* Bricks, *common*.						
Cinders							
Clay							
Coal	9*d.* to 1*s.*	4 Tons.	Do.	Do.			
Coke							
Compost	*See* Bricks, *common*.						
Coprolites, *for manure*							
Culm							
Draining pipes and tiles (*com. for agricultural draining*).							
Dross							
Fire bricks and clay							
Flagstones							
Granite, *undressed*							
Gravel							
Iron ore							
Iron, *pig*							
Iron stone							
Lime and limestone	*See* Coal.						
Manure, *in bulk*	*See* Bricks, *common*.						
Materials for road repairs.							
Peat							
Potters' earth							
Pyrites							
Salt, *rock, and unmanufactured.*							
Salt, *in bulk*, including manufactured salt, when so carried.							
Sand							
Scoriæ							
Slag							
Slates, *common*							
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*							
Sulphur ore							
Tiles							
Turf							
Zinc ore							

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? — No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes, when required, and when all the companies interested in the traffic, have agreed.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — The traffic is handed over to the station or junction of the next forwarding company.

Manchester South Junction and Altrincham Railway—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— No.

a. Is the charge based on a minimum annual payment, or on the quantity carried? No.

b. Or how otherwise? No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

8 & 9 Vict. [c. 111] 1845. An Act for making a railway to connect the Manchester and Birmingham and Liverpool and Manchester railways, in the parish of Manchester, and also to Altrincham, in the county of Chester, to be called "The Manchester South Junction and Altrincham Railway."

10 & 11 Vict. [c. 73] 1847. An Act to authorize The Right Honourable Francis Egerton, Earl of Ellesmere, to sell, and the London and North-western Railway Company to purchase, the estate and interest of the said Earl in the Manchester South Junction and Altrincham Railway.

11 & 12 Vict. [c. 58. 1848]. An Act for enabling the Manchester South Junction and Altrincham Railway Company to provide additional station accommodation in Manchester, and for other purposes.

21 & 22 Vict. [c. 136] 1858. An Act to improve the management of the Manchester South Junction and Altrincham Railway.

MARYPORT AND CARLISLE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.
Maryport and Carlisle Railway; 28 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for loading and unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	10*d.* per ton.	2 tons 10 cwt.	3 miles.	1½*d.* per ton per mile.	The Maryport and Carlisle Railway is only 28 miles in length.	The Terminal which is variable is included in the charge given in the first column.	—	This charge varies according to the nature of the goods.	—
Cannel	2*s.* 2*d.* per waggon of 3 tons.	No less quantities carried.	2½ miles.	2½*d.* per waggon per mile.					
Chromate ores	2*s.* per ton.	Always carried in full loads.	12 miles.	2*d.* per ton per mile.					
Cinders	1*s.* 7*d.* per waggon of 1 ton 10 cwt.	Do.	3 miles.	About 2½*d.* per waggon per mile.					
Clay	10*d.* per ton.	2 tons 10 cwt.	Do.	2*d.* per ton per mile.					
Coal	2*s.* 3½*d.* per waggon of 3 tons.	Always carried in full loads.	2½ miles.	About 2½*d.* per waggon per mile.					
Coke	3*s.* per waggon of 1 ton 18 cwt.	Do.	12 miles.	Do.					
Compost	1*s.* 2*d.* per ton.	2 tons 10 cwt.	6 miles.	1½*d.* per ton per mile.					
Coprolites, *for manure*	2*s.* per ton.	Do.	3 miles.	2*d.* per ton per mile.					
Culm	2*s.* 2*d.* per waggon of 3 tons.	Always carried in full loads.	2½ miles.	About 2½*d.* per waggon per mile.					
Draining pipes and tiles (*com. for agricultural draining*).	1*s.* 2*d.* per ton	2 tons 10 cwt.	6 miles.	1½*d.* per ton per mile.					
Dross	Do.	Do.	Do.	Do.					
Fire bricks and clay	10*d.* per ton.	Do.	3 miles.	Do.					
Flagstones	Do.	Do.	Do.	Do.					
Granite, *undressed*	1*s.* 2*d.* per ton.	Do.	6 miles.	2*d.* per ton per mile.					
Gravel	Do.	Do.	Do.	1½*d.* per ton per mile.					
Iron ore	1*s.* 3*d.* per ton.	Do.	23 miles.	About ½*d.* per ton per mile.					

Maryport and Carlisle Railway.—Inquiry No. 1.—*continued.*

Name of Article.	(a.) What is the minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for loading and unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Iron, *pig*	1*s.* 9*d.* per ton.	Always carried in full loads.	28 miles	About ¾*d.* per ton per mile.	The Maryport and Carlisle Railway is only 28 miles in length.	The terminal, which is variable, is included in the charge given in the first column.	—	This charge varies according to the nature of the goods.	—
Ironstone	No traffic.								
Lime and limestone	1*s.* 6*d.* per waggon of 3 tons.	2 tons 10 cwt.	1 mile	About 2½*d.* per waggon per mile.					
Manure, *in bulk*	1*s.* 2*d.* per ton.	Do.	6 miles	1½*d.* per ton per mile.					
Materials for road repairs.	Do.	Do.	Do.	Do.					
Peat	2*s.* per ton	Do.	4 miles	2½*d.* per ton per mile.					
Potters' earth	Do.	Do.	Do.	Do.					
Pyrites	1*s.* 2*d.* per ton.	Do.	Do.	1½*d.* per ton per mile.					
Salt, *rock and unmanufactured.*	Do.	Do.	Do.	Do.					
Salt, *in bulk*, including manufactured salt, when so carried.	2*s.* per ton	Do.	Do.	2½*d.* per ton per mile.					
Sand	1*s.* 2*d.* per ton.	Do.	6 miles	1½*d.* per ton per mile.					
Scoriæ	Do.	Do.	Do.	Do.					
Slag	Do.	Do.	Do.	Do.					
Slates, *common*	Do.	Do.	Do.	2*d.* per ton per mile.					
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.	Do.	Do.	1½*d.* per ton per mile.					
Sulphur ore	Do.	Do.	Do.	¾*d.* per ton per mile.					
Tiles	10*d.* per ton	Do.	3½ miles	1½*d.* per ton per mile.					
Turf	1*s.* 2*d.* per ton.	Do.	6 miles	Do.					
Zinc ore	Do.	Do.	Do.	¾*d.* per ton per mile.					

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Generally, after exceeding the limit of six miles.

4. If not, state the nature of the exceptions. — See above.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk.

6. If not, state in what respects you depart from this condition. — See above.

7. Do you undertake to deliver this class of traffic within a specified time? — No, we do not deliver; all carried station to station.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

(B.) In Owners' Wagons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

All carried in company's waggons.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions. — See above.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Local rates are charged. The traffic is handed to us by the adjoining company, and we carry it forward to the next company.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

Maryport and Carlisle Railway—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons f 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Alabaster	1*s.* 2*d.*	4 tons	6 miles	2*d.*	Maryport and Carlisle Railway is only 28 miles in length.	The terminal which is variable, is included in the charge given in the first column.	—	This charge varies according to the nature of the goods.	—	None.
Alkali										
Alum and alum cake										
Anchors										
Asphaltum										
Asphalte apparatus *when sent with asphalte.*	2*s.*	1 ton	3 miles	2½*d.*						
Axles, wheels, and tyres, *railway*										
Axles, *Bessemer made*										
Axles, wheels, and tyres, *steel at owners' risk.*										
Baggage, *military*	1*s.* 2*d.*	Do.	6 miles	2*d.*						
Bar wood	2*s.*	Do.	3 miles	2½*d.*						
Bark (tanners), *packed*										
Barley										
Barytes	1*s.* 2*d.*	4 tons	6 miles	2*d.*						
Baywood										
Beans										
Bessemer made shot										
Bessemer made armour plates										
Bessemer made rails										
Bessemer made ingots										
Bessemer made rough forgings										
Bleaching powder										
Blocks, *rough cast steel horn*										
Bone ash										
Bone and horn waste, *in truck loads*	2*s.*	1 ton	3 miles	2½*d.*						
Bones, *calcined*										
Bones, *common, for size or manure*										
Borings, *iron*										
Bran										
Brimstone										
Builders' implements, *ladders, planks, scaffold poles, &c.*										
Burr stones										
Cannon balls	1*s.* 2*d.*	2 tons	6 miles	1½*d.*						
Cement										
Cement stone										
Chains, *large, loose*										
Chalk										
Charcoal, *packed*										
Charcoal, *animal*										
Charubs or locusts, *actual weight*										
Chimney pots, *earthenware, at owners' risk.*										
China clay										
Clay retorts, *at owners' risk*										
Clog blocks, *rough*										
Coal dust, *in bags and casks*	2*s.*	1 ton	3 miles	2½*d.*						
Coal tar and creosote, *in owners' trucks.*										
Cocoa nut refuse, *for manure*										
Copperas										
Copper ore										
Cordwood, *machine weight*										
Cullet, *in casks*										
Dari	1*s.* 2*d.*	2 tons	6 miles	1½*d.*						
Deals, 2½ *tons per standard*										
Dills										
Disinfecting powder										
Drain pipes										
Earth nuts										
Emery stone										
Farina	2*s.*	1 ton	3 miles	2½*d.*						
Felloes, naves, and spokes										
Fire-clay chimney cans, *at owners' risk.*										
Fire-clay vent linings, *at owners' risk.*										
Fire-clay ware, *not otherwise specified, at owners' risk.*										
Firewood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*										
Flints										
Flint, ground, *packed, in truck loads of 3 tons and upwards.*										
Flooring boards										
Flour										
Founders' dust, *packed*										
Fullers' earth										
Fustic										
Gas and coal tar, and creosote, *in owners' trucks.*										

Maryport and Carlisle Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*										
Gas water										
Glue pieces, *wet*										
Grains, *brewers' and distillers*										
Grain, flour, &c. (*See separate entries.*)										
Grindstones, *at owners' risk*										
Guano										
Gurdgeons										
Gypsum										
Hominy			3 miles	2½*d.*						
Hoopwood, *rough, in bundles*										
Ice, *in 4 ton lots (weight taken at starting point.)*										
Indian corn										
Boiler plates, bars, and other undamageable iron.										
Forgings, *in the rough, not otherwise specified.*										
Iron retorts										
Scrap iron										
Iron spikes										
Lead ore			12 miles	2*d.*						
Lathwood										
Lead, *pig*										
Leather shavings, *for manure*										
Mahogany										
Malt and meal										
Malt culms, *actual weight*										
Manganese										
Manures, *packed*										
Manure, *shoddy*										
Millet										
Muriate of potash										
Nitrate of soda										
Oats										
Ochre										
Oil cake										
Oil cake, *ground*										
Paddy or rice, *in the husk*										
Points and crossings, *railway*										
Patent fuel										
Peas, *dried*										
Pelts, *wet*										
Pipe clay										
Plaster										
Pollard	2*s.*	1 ton								
Posts and rails *for fencing*										
Postwood, *machine weight*										
Pozzolano										
Propwood, *machine weight*										
Sleepers, *railway, machine weight*										
Rice, flour and meal										
Ropes, *old, including wire ropes*										
Rye										
Sago flour										
Salt, *in bags*										
Salt, *manufactured*										
Salt cake										
Sanitary tubes			3 miles	2½*d.*						
Sash weights										
Satin white										
Sawdust										
Seeds, flax										
Seeds, linseed										
Seeds, rape										
Seeds *for crushing for oil*										
Sharps										
Shelling										
Soda										
Soda ash										
Soot										
Spelter										
Spetches, *wet*										
Staves										
Steel plates *for shipbuilding*										
Stone, *roughly wrought up—as troughs, sinks, &c.*										
Tares										
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*										
Timber, *logs or baulks, by measurement.*										
Tyres (*See axles and wheels*)										
Umber										
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water-cress, and all others, except as under.*										
Vegetables, *in packages, in 2 ton lots—including carrots, mangel wurzel, onions, old potatoes, and turnips.*										
Vetches										
Wheat										
Wheels, *railway (See Axles)*										
Whiting										

Maryport and Carlisle Railway is only 28 miles in length.

The terminal which is variable, is included in the charge given in the first column.

This charge varies according to the nature of the goods.

None.

Maryport and Carlisle Railway.—Inquiry No. 2.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	At company's risk, except where "owner's risk" is specified in this return.
5. If not, state in what respects you depart from this condition.	In the case of tiles, bricks, fire clay, and such like traffic, which are always carried at owner's risk.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	Notice of arrival in course of post constitutes delivery.
7. What time is allowed at the stations for loading and unloading this class of traffic?	12 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Not particular to a week.
9. What charge for warehousing is made after the period has expired?	1*s.* per ton per week.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes, except tiles, bricks, fire clay, and such like traffic.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Local rates are charged. The traffic is handed to us by the adjoining company, and we carry it forward to the next company.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	Yes, we have a special contract with the Government for the conveyance of ammunition.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	All carried in company's waggons.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification, Appendix CP, Boilers, earthenware, and iron masts, station to station.	3*d.*	1½*d.* to ½ of a penny per mile.	2*s.* 6*d.* per ton.	4 miles.	3½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

Maryport and Carlisle Railway.—Inquiry No. 3.—*continued.*

2. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification, Appendix CP. Boilers, steam engines, fire engines, flax straw, hay, signal posts, steam ploughs and machinery from station to station.	3*d.*	1½*d.* to ½ of a penny per mile.	3*s.* 4*d.* per ton.	4 miles.	3½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

3. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Third Class of the Clearing House Classification, Appendix CP. Boilers, fire engines, iron girders, and steam engines, from station to station.	3*d.*	1½*d.* to ½ of a penny per mile.	4*s.* 2*d.* per ton.	4 miles.	4½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

4. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fourth Class of the Clearing House Classification, Appendix CP. Railway carriages and straw from station to station.	3*d.*	1½*d.* to ½ of a penny per mile.	5*s.* per ton.	4 miles.	5½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

Maryport and Carlisle Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Fifth Class of the Clearing House Classification, Appendix CP.	3*d.*	1½*d.* to ½th of a penny per mile.	5*s.* 10*d.* per ton.	4 miles.	6½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

6. State in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	Station to station.		No less charge than 10*s.* per ton.	4 miles.	4*d.* per ton per mile.						
Basket carriage bodies and Bath chairs *at Company's risk.*	—	—	6*s.* 7*d.* per ton.	Do.	6½*d.* per ton per mile.						
Caravans, *showmen's and others.*	Station to station.		6*d.* per mile for the first ton.	Do.	6*d.* per mile, with 2*d.* per ton additional for weight over 1 ton.						
Carriage bodies, *finished, in cases.*	1*s.* 6*d.* for 5 cwt.	—	5*s.* per ton	Do.	5½*d.* per ton per mile.						
Railway carriages, on their own wheels.	Station to station.		6*d.* per carriage per mile.	Any distance.							
Boilers of unusual dimensions.	Do.	do.	3*s.* 6*d.* per ton and 2 tons to each waggon.	4 miles.	4*d.* per ton per mile.						
Contractor's waggons and materials (*excepting rails and chairs.*)	Do.	do.	2*s.* per ton.	Do.	2½*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.
Furniture, *in mats or loose.*	3*d.*	1½*d.* to ½th of a penny per mile	5*s.* 10*d.* per ton, 20 per cent. extra added unless the owners undertake to relieve the company from all damage.	Do.	6½*d.* per ton per mile, with 2 per cent. added if sent at company's risk.						
Furniture, *in vans, carts or frames.*	Do.	Do.	Do.	Do.	Do.						
Forgings or castings, above 6 tons.	Station to station.		2*s.* per ton unless a specially constructed waggon is required, then only carried by agreement.	Do.	2½*d.* per ton per mile unless a specially constructed waggon is required, then only carried by agreement.						
Gunpowder - -	Carried by special arrangement only.										
Lucifer matches and other inflammable articles.	Do.	do.									
Locomotive engines and tenders, on their own wheels.	Station to station.		2*s.* per ton.	4 miles.	2½*d.* per ton per mile.						
Petroleum and photogenic oil.	Do.	do.	3*s.* 4*d.* per ton; minimum weight 2 tons, and carried by special contract only.	Do.	3¾*d.* per ton per mile.	Nil.	Yes.	Nil.	Yes.	No.	No.

Maryport and Carlisle Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Railway waggons -	Station to Station.		3*d.* per waggon per mile under 3 tons	Any distance on this line.	4*d.* per waggon per mile when 3 tons is exceeded.	Nil.	Yes.	Nil.	Yes.	No.	No.
Statuary - - -	Carried by special arrangement only.										
Returned empty packages.	3*d.*, and no less weight than ½ cwt.	—	2*s.* 6*d.* per ton.	4 miles.	3½*d.* per ton per mile.						
Small parcels - -	3*d.*	1½*d.* to ½th of a penny per mile	The scale of charges for "small parcels" above 1 cwt. and up to 5 cwt. is from 6*d.* per cwt. up to 2*s.* 4*d.* per cwt. according to distance.			Nil.	Yes.	Nil.	Yes.	No.	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No (within a reasonable time).

7. What time is allowed at the stations for loading and unloading this class of traffic? — 12 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — One month.

9. What charge for warehousing is made after the period has expired? — 1*s.* per ton per week.

10. What charge do you make for demurrage of waggons? — 3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Local rates are charged. The traffic is handed to us by the adjoining company and we carry it forward to the next company.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — Yes; we have a special contract with the Government for the conveyance of ammunition.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No (except gas and coal tar traffic in owner's waggons).

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return:—

Act 18 & 19 Vict. c. 79 [1855].
Act 25 & 26 Vict. c. 80 [1862].
Act 28 & 29 Vict. c. 84 [1865].

Maryport and Carlisle Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	No express fares.						$2\frac{1}{2}$	$3\frac{3}{4}$	$1\frac{3}{4}$	$2\frac{5}{8}$	$1\frac{1}{4}$	$1\frac{7}{8}$	1	Nil.
Highest - - -							$2\frac{1}{2}$	$3\frac{3}{4}$	$1\frac{3}{4}$	$2\frac{5}{8}$	$1\frac{1}{4}$	$1\frac{7}{8}$	1	Nil.
Lowest - - -							$2\frac{1}{2}$	$3\frac{3}{4}$	$1\frac{3}{4}$	$2\frac{5}{8}$	$1\frac{1}{4}$	$1\frac{7}{8}$	1	Nil.
Maximum fares allowed by Act of Parliament.							3	6	2	4	$1\frac{1}{2}$	3	1	2

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Fares uniform.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Fares uniform.

Are market tickets issued? If so, between what places and at what proportion of the single fares?
Market-day tickets are issued from all stations,—
To Wigton on Tuesdays -
To Marypool on Fridays - } Available for return by any train.
To Carlisle on Saturdays -

The fares are made up by adding the parliamentary and third class single fares together.

Give the average speeds of trains as follows :—
Average speed of express trains, including stoppages - - - - No express trains.
„ „ ordinary passenger trains „ - - - - 24 miles an hour.
„ „ parliamentary „ „ - - - - 21 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class; the number of passengers of each class generally carried in each train, and the average speed, including stoppages.
Excursion traffic amounts to about 600*l.* annually.
About 20 excursion trains annually which carry on an average about 500 passengers in each train.
The average speed of excursion trains, including stoppages, is 20 miles an hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Distances.	Passenger Trains.						Goods Trains.							
	3 lbs.	3 to 14 lbs.	14 to 28 lbs.	28 to 56 lbs.	56 to 84 lbs.	84 to 112 lbs.	14 lbs.	28 lbs.	56 lbs.	112 lbs.	2 cwt.	3 cwt.	4 cwt.	5 cwt.
	d.	*d.*	*d.*	*d.*	*s. d.*	*s. d.*	*d.*	*d.*	*d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding $4\frac{1}{2}$ miles	3	3	3	4	0 6	0 6	3	3	4	0 6	0 9	1 0	1 4	1 8
„ 10 „	3	4	4	6	0 6	0 8	3	4	6	0 8	1 0	1 4	1 8	2 0
„ $16\frac{1}{4}$ „	4	4	6	8	0 10	1 0	4	6	8	0 10	1 2	1 6	1 10	2 2
„ $23\frac{3}{4}$ „	4	6	8	10	1 0	1 3	6	8	10	1 0	1 4	1 8	2 0	2 4
„ 28 „	4	6	8	10	1 2	1 6	6	8	10	1 0	1 4	1 8	2 0	2 4

Maryport and Carlisle Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	d.	*s.* *d.*
Horse boxes containing 3 horses [any value, at owner's risk] - -	11	7 6
Do. 2 do. do. - -	7	5 0
Do. 1 do. do. - -	3½	2 6
Two-wheeled carriages - - - - - - - -	4½	2 0
Four do. do. - - - - - - - -	6	2 6
Dogs - - - - - - - - -	½	0 6

What is the rate of insurance on horses exceeding the above-mentioned values?

Nil.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Lower for longer distances, as will be seen from the following scale:—

Distances.	Horses.			Carriages.		Dogs, each.
	1.	2.	3.	2 Wheels.	4 Wheels.	
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Not exceeding 4½ miles -	2 6	5 0	7 6	2 0	2 6	0 6
„ 8 „ -	3 0	6 0	9 0	3 0	4 0	0 6
„ 16½ „ -	5 0	10 0	15 0	5 6	8 0	0 10
„ 21 „ -	6 0	12 0	18 0	6 0	8 6	1 0
„ 28 „ -	8 6	17 0	25 6	10 6	14 0	1 2

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. *d.*	*d.*	*s.*		*d.*	*d.*	*s.*				
Fat cattle - -	8	1 2¼	4¼	3	3	9½	2¾	2	Nil.			
Lean cattle - -	10 to 12				5							
Sheep - -	40				15							
Lambs - -	50				15							
Bacon pigs - -	20				9							
Pork pigs - -	40				12							
Horses in cattle trucks	8	1 4	5	4	3	- - -	1½*d.* per horse per mile.	No less charge than for 3 horses per waggon.				

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

—	Fat Cattle.	Lean Cattle.	Sheep.	Lambs.	Pigs.	Horses in Cattle Trucks.
Between Maryport and Carlisle, 28 miles.	Per Truck. 10*s.*	Per Truck. 10*s.*	Per Truck. 10*s.*	Per Truck. 10*s.*	Per Truck. 10*s.*	12*s.* for 8 Horses.

Maryport and Carlisle Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

——	Fat Cattle.	Lean Cattle.	Sheep.	Lambs.	Pigs.	Horses in Cattle Trucks.
Between Dearham and Bullgill, 2 miles.	Per Truck. 3*s.*	Per Truck. 3*s.*	Per Truck. 3*s.*	Per Truck. 3*s.*	Per Truck. 3*s.*	4*s.* for 8 Horses.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
Cattle going to the Royal Agricultural Show are charged at full rates, and *if not sold* are returned free.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—
The amounts are to represent the average rates charged per mile,
For goods they are to be the rates for long distances, and including terminal charges.
In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

——	1840.	1850.	1865.
Single passenger fares, 1st class	Reliable information cannot be procured.	2½*d.* per mile	2½*d.* per mile.
„ „ 2nd class		1¾*d.* „	1¾*d.* „
„ „ 3rd class		1¼*d.* „	1¼*d.* „
Horses by passenger trains		3½*d.* „	3½*d.* „
Four-wheeled carriages		6*d.* „	6*d.* „
Parcels		½*d.* per parcel per mile.	½*d.* per parcel per mile.
Oxen		3*d.* per head per mile	3*d.* per head per mile.
Sheep		¾*d.* „ „	¾*d.* „
Fish		3¾*d.* per ton per mile	3¾*d.* per ton per mile.
Coal		3*d.* per waggon per mile of 3 tons.	2½*d.* per waggon per mile of 3 tons.
Bricks		1½*d.* per ton per mile	1½*d.* per ton per mile.
Manure		1⅞*d.* „ „	1½*d.* „
Iron ore		1*d.* „ „	⅝*d.* „
Bar iron		2½*d.* „ „	2½*d.* „
Iron castings		3½*d.* „ „	3½*d.* „
Stone		1½*d.* „ „	1½*d.* „
Lime		1¾*d.* per waggon per mile of 3 tons.	1¾*d.* per waggon per mile of 3 tons.
Salt		1½*d.* per ton per mile	1½*d.* per ton per mile.
Grain		2½*d.* „ „	2½*d.* „
Flour		2½*d.* „ „	2½*d.* „
Timber		2½*d.* „ „	2½*d.* „
Hay		3½*d.* „ „	2½*d.* „
Potatoes		2½*d.* „ „	2½*d.* „
Mangold wurzel		2½*d.* „ „	2½*d.* „
Goods generally, of the kind now included by the Clearing House under the — 1st class		3½*d.* „ „	3½*d.* „
2nd „		3¾*d.* „ „	3¾*d.* „
3rd „		4½*d.* „ „	4½*d.* „
4th „		5½*d.* „ „	5½*d.* „
5th „		6¼*d.* „ „	6¼*d.* „

MONMOUTHSHIRE RAILWAY AND CANAL.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Monmouthshire Railway and Canal Company	The Eastern Valley Line	16 miles long.
	,, ,, with a branch	1 mile long.
	The Western Valley lines	22 miles long.
	,, ,, with a branch	2 ,,
	,, ,, with another branch	1 mile long.
	,, ,, ,, ,,	6 miles long.
		48

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
For the whole of the Articles enumerated under the next Table (B.) in owners' waggons.	The Company do not convey any of this traffic in their own waggons.					—	—	—	—

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
	d.			*d.*		*d.*	
Bricks, *common*	5½	No minimum load, but a quarter of a ton is the lowest weight charged for.	3½ miles.	1½	—	3	No.
Cannel coal	3½			⅜		2	
Chromate ores	Do.			Do.		Do.	
Cinders	Do.			Do.		Do.	
Clay	5½			1½		3	
Coal	3½			⅜		2	
Coke	Do.			Do.		Do.	
Compost	Do.			Do.		Do.	
Coprolites, *for manure*	Do.			Do.		Do.	
Culm	Do.			Do.		Do.	
Draining pipes and tiles (*com. for agricultural draining*).	5½			1½		3	
Dross	3½			⅜		2	
Fire bricks and clay	5½			1½		3	
Flagstones	Do.			Do.		Do.	
Granite, *undressed*	Do.			Do.		Do.	
Gravel	Do.			Do.		Do.	
Iron ore	3½			⅜		2	
Iron, *pig*	4½			1½		Do.	
Ironstone	3½			⅜		Do.	
Lime and limestone	5½			1½		3	
Manure, *in bulk*	3½			⅜		2	
Materials for road repairs	Do.			Do.		Do.	
Peat	5½			1½		3	
Potters' earth	Do.			Do.		Do.	
Pyrites	3½			⅜		2	
Salt, *rock and unmanufactured.*	8½			2½		6	
Salt, *in bulk*, including manufactured salt, when so carried.	Do.			Do.		Do.	
Sand	5½			1½		3	
Scoriæ	3½			⅜		2	
Slag	Do.			Do.		Do.	
Slates, *common*	5½			1½		3	
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	Do.			Do.		Do.	
Sulphur ore	3½			⅜		2	
Tiles	5½			1½		3	
Turf	Do.			Do.		Do.	
Zinc ore	3½			⅜		2	

Monmouthshire Railway.—Inquiry No. 1.—*continued.*

10*d*. Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways?	Yes.
12. If not, state the nature of the exceptions?	
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Yes.
14. Do you undertake to convey this class of traffic, within a specified time?	No.
15. And to return the empty waggons within a specified time?	No.
And if so, in what time?	
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	No.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	None beyond delivery at the next company's junction.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	None.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	None.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1.—State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a*.)			(*b*.)		(*c*.)		(*d*.)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which, or refuse to take it at these Rates?	What is the Distance to which this charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification, Appendix CP.	2*s*.	4 tons.	4 miles.	2*d*.	None.	6*d*.	No.	1*s*. per ton.	Yes.	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?	
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	Company's and owners risk.
5. If not, state in what respects you depart from this condition?	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	Yes.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.

Monmouthshire Railway.—Inquiry No. 2.—*continued.*

8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Two clear days.
9. What charge for warehousing is made after the period has expired?	Flour and grain ½*d.* per sack per week, and other goods 1*d.* each article for the first week, and 1*d.* to be added for each week they remain.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes, if there are no through rates.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise?	No.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	The London and North-western and Great-western Companies convey traffic from our system by each of their respective routes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification, Appendix CP.	1*s.*	6*d.* and 9*d.*	8*s.* 4*d.*	21 miles	21 miles is the length of this Company's line.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.

Monmouthshire Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the SECOND CLASS of the Clearing House Classification, Appendix CP.	1*s.*	6*d.* and 9*d.*	9*s.* 2*d.*	21 miles	21 miles is the length of this Company's line.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification, Appendix CP.	1*s.*	6*d.* and 9*d.*	10*s.* 10*d.*	21 miles	21 miles is the length of this Company's line.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification, Appendix CP.	1*s.*	6*d.* and 9*d.*	15*s.*	21 miles	21 miles is the length of this Company's line.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.

Monmouthshire Railway.—Inquiry No. 3.—*continued.*

5. State, in the following Table, the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH Class of the Clearing House Classification, Appendix CP.	1*s.*	6*d.* & 9*d.*	17*s.* 6*d.*	21 miles.	21 miles is the length of this Company's line.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	We do not carry less than 2 tons.		4*d.* per ton per mile.	21 miles.	21 miles is the length of this Company's line.	1*s.*	—	Station to station rates.			
Basket carriage bodies and Bath chairs, *at Company's risk.*	1*s.*	6*d.* and 9*d.*	17*s.* 6*d.*	Do.	Do.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	
Caravans, *showmen's and others.*	We do not carry less than a ton.		6*d.* per mile the first ton, and at the rate of 2*d.* per ton per mile in addition for the weight above a ton with a minimum charge as for 20 miles.	Do.	Do.	1*s.*	—	Station to station rates.			
Carriage bodies, *finished, in cases.*	No less charge than 5 cwt.		35*s.*	Do.	Do.	1*s.* 8*d.*	Yes.	2*s.*	None.	No.	
Railway carriages, on their own wheels.	Exceed these weights		6*d.* per carriage per mile. Minimum charge, 20*s.*	Do.	Do.	Do.	—	Station to station.			
Boilers of unusual dimensions.	Do.		6*d.* per mile.	Do.	Do.	—	—	Station to station rates.			
Contractor's waggons and materials (*excepting rails and chairs*).	Do.		3*d.* per mile. No less charge than 5*s.* per ton.	Do.	Do.	—	—	Do.	Do.		
Furniture, *in mats or loose.*	1*s.*	6*d.* and 9*d.*	17*s.* 6*d.* owner's risk.	Do.	Do.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	No.
Furniture, *in vans, carts, or frames.*	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	
Forgings or castings, above 6 tons.	Exceed these weights		6*d.* per mile.	Do.	Do.	—	—	Station to station rates.			
Gunpowder -	1*s.*	1*s.*	20*s.*	Do.	Do.	—	—	Do.	Do.		
Lucifer matches, and other inflammable articles.	Do.	6*d.* and 9*d.*	35*s.*	Do.	Do.	1*s.* 8*d.*	Yes.	2*s.*	No.	No	
Locomotive engines and tenders, on their own wheels.	Exceed these weights		2*d.* per mile, with no less charge than 5*s.* per ton.	Do.	Do.	—	—	Station to station rates.			
Petroleum and photogenic oil.	1*s.*	6*d.* and 9*d.*	10*s.* 10*d.*	Do.	Do.	1*s.* 8*d.*	Yes.	2*s.*	No.	No.	
Railway waggons -	Exceed these weights		3*d.* and 4*d.* per mile according to weight. No less charge 5*s.* each.	Do.	Do.	—	—	Station to station rates.			
Statuary - - -	As per agreement.										
Returned empty packages.	3*d.*	3*d.*	5*s.*	Do.	Do.	1*s.*	Yes.	2*s.*	No.	No.	
Small parcels - -	1*s.*	6*d.* and 8*d.*	Under 112 lbs. 1*s.* 6*d.* per cwt., and 2*d.* added for every additional 14 lbs.	Do.		2*d.* per article.	Yes.	1*d.* each parcel.	No.	No.	

Monmouthshire Railway.—Inquiry No. 3.—*continued.*

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	Yes.
7. What time is allowed at the stations for loading and unloading this class of traffic?	24 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	2 days.
9. What charge for warehousing is made after the period has expired?	Flour and grain, ½*d.* per sack, and all other goods 1*d.* each article for the first week, and 1*d.* will be added for each week they remain.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	The London and North-western and Great Western Companies convey their own traffic from this Company's stations, and in many cases carry it by a circuitous route, but the traffic is divided by the shortest.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Private Acts—	A.D.
8 & 9 Vict. cap. 169,	1845.
16 & 17 Vict. cap. 195,	1853.
24 & 25 Vict. cap. 218,	1861.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	We have none.						2	3	1½	2¼	1	1½	1	1½
Highest - -							2	3	1½	2¼	1	1½	1	1½
Lowest - -							2	3	1½	2¼	1	1½	1	1½
Maximum fares allowed by Act of Parliament.							3	Nil.	2	Nil.	1½	Nil.	1	Nil.

Monmouthshire Railway.—Inquiry No. 5.—*continued.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Our charges are uniform.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Our charges are uniform.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

Tydee and Newport Risca Cross Keys Abercarne Newbridge Crumlin Aberbeeg Cwmbran Pontnewydd Ponthydryun	To these stations we add two-thirds of the single fare for the double journey.
Abertillery and Newport Blaina Nant-y-glo Cwm Ebbwvale Pontypool Abersychan Blanavon	For these single fare for double journey.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages	We have none.
„ „ ordinary passenger trains	4 minutes per mile [=15 miles per hour].
„ „ parliamentary „	4 minutes per mile [=15 miles per hour].

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

We only run special excursion trains when required by the public, and we generally charge single fare for the double journey, the average speed 4 minutes per mile [=15 miles per hour].

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

PASSENGER TRAINS.

——	Under 7 lbs.	Under 14 lbs.	Under 28 lbs.	Under 56 lbs.	Under 84 lbs.	Under 112 lbs.	Above 112 lbs. per 14 lbs.
	d.	*d.*	*d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*d.*
Ten miles and under	—	4	6	0 8	0 10	1 0	1
Above 10 miles and under 15 miles	—	6	8	0 10	1 0	1 3	1½
Above 15 miles	6	8	10	1 0	1 3	1 6	2

GOODS' TRAINS.

——	28 lbs.	56 lbs.	112 lbs.
	d.	*s.* *d.*	*s.* *d.*
Four miles and under	4	0 6	0 8
Six miles and under 7	6	0 6	0 9
Seven miles and under 16	6	0 8	0 10
Sixteen miles and under 22	10	1 0	1 2

Monmouthshire Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

—	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding 30*l.* each in value -	0 4	5 0
" " 2 " " 20*l.* " -	0 4	5 0
" " 1 " " 10*l.* " -	0 4	5 0
Two-wheeled carriages - - - - - -	0 6	5 0
Four-wheeled " - - - - - -	0 6	5 0
Dogs - - - - - - -	0 6 each.	0 6

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Our charges are uniform when the distance at 4*d.* per mile for horses and 6*d.* for carriages exceeds the minimum charge 5*s.*

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per HalfTruck per Mile.	Minimum Rate per HalfTruck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*				
Fat cattle - -	6	1 10½	0 6	7 6	3	1 4½	0 4½	5 8	—	—	—	—
Lean cattle - -	6	1 10½	0 6	7 6	3	1 4½	0 4½	5 8	—	—	—	—
Sheep - - -	30	1 10½	0 6	7 6	15	1 4½	0 4½	5 8	60	3*s.* 9*d.*	1*s.* 0*d.*	15*s.* 0*d.*
Lambs - -	30	1 10½	0 6	7 6	15	1 4½	0 4½	5 8	60	3*s.* 9*d.*	1*s.* 0*d.*	15*s.* 0*d.*
Bacon pigs - -	20	1 10½	0 6	7 6	9	1 4½	0 4½	5 8				
Pork pigs - -	25	1 10½	0 6	7 6	12	1 4½	0 4½	5 8	—	—	—	—
Horses in cattle trucks -	6	1 3	0 9	5 0	3	1 3	0 9	5 0	—	—	—	—

We make no less charge than 5*s.* for horses; the maximum and minimum is therefore the same for half trucks as whole trucks.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Newport and Pontnewydd, 5¼ miles.

—	Whole Truck.	Half Truck.	Double Sheep Vans.
	s. d.	*s. d.*	
Fat and lean cattle - -	7 6	5 8	—
Sheep and lambs - -	7 6	5 8	15*s.* 0*d.*
Bacon pigs and pork pigs -	7 6	5 8	—
Horses in cattle trucks -	5 0	5 0	—

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Newport and Ebbwvale, 21¾ miles.

—	Whole Truck.	Half Truck.	Double Sheep Vans.
	s. d.	*s. d.*	
Fat and lean cattle - -	10 0	7 6	—
Sheep and lambs - -	10 0	7 6	1*l.* 0*s.* 0*d.*
Bacon pigs and pork pigs -	10 0	7 6	—
Horses in cattle trucks -	7 6	5 8	—

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

We carry them free on their return to the same station, when unsold, if they produce a certificate from the Secretary of the Agricultural Show to the effect that they are really unsold, otherwise they are chargeable at the full rates.

Monmouthshire Railway—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed Table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1848.	1850.	1865.
		s. d.	
Single passenger fares, 1st class	—	0 2	—
„ „ 2nd class	—	0 1½	—
„ „ 3rd class	—	0 1	—
Horses by passenger trains each	—	0 4	—
Four-wheeled carriages „	—	0 6	—
Parcels	—	0 1	—
Oxen per head	—	0 6	—
Sheep „	—	0 6	—
Fish per ton	—	0 5	—
Coal „	—	0 2	—
Bricks „	—	0 2	—
Manure „	—	0 2	—
Iron ore „	—	0 2	—
Bar iron „	—	0 3	—
Iron castings „	—	0 5	—
Stone „	—	0 2	—
Lime „	—	0 2	—
Salt „	—	0 2	—
Grain „	—	0 3	—
Flour „	—	0 3	—
Timber „	—	0 3	—
Hay „	—	0 6	—
Potatoes „	—	0 3	—
Mangold wurzel „	—	0 3	—
Goods generally, of the kind now included by the Clearing House under the 1st class	—	0 4½	—
„ „ „ „ „ 2nd „	—	0 5	—
„ „ „ „ „ 3rd „	—	0 6	—
„ „ „ „ „ 4th „	—	0 8	—
„ „ „ „ „ 5th „	—	1 0	—

NORTH & SOUTH WESTERN JUNCTION RAILWAY.

INQUIRY, No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

The North and South Western Junction Railway which commences by a junction with the London and North Western at Willesden, terminates by two junctions with the London and South Western Railway at Kew, and has a branch from Acton, which terminates at Hammersmith.

There is also a branch between Willesden and Harlesden, connecting this line with the Hampstead Junction Railway.

The length of the line from Willesden to Kew is 3 miles 7 chains, and from Acton to Hammersmith 1 mile.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement.

As regards goods and mineral traffic, this line is used only as a connecting link between the larger systems of railways, and any charge is included by the sending and receiving companies in their through rates; the goods and mineral traffic being worked partly by the London and South Western, and partly by the North London company, and the passenger traffic by the North London Company; the North and South Western Junction Company receive a sum for toll and use of sidings; 9*d.* per ton general goods, and 4*d.* minerals.

(B.) In Owners' Waggons.

10. State in the following Table, the charges on your own line for the conveyance of the various articles named in tons of 2,240 lbs., or the equivalent measurement:—

The answer to question No. 2 refers also to the merchandize traffic under this head.

On inland coal there is a uniform rate of 6*d.* per ton.

10*d.* Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways? 12. If not, state the nature of the exceptions.	See answer to question No. 2.
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?	
14. Do you undertake to convey this class of traffic, within a specified time?	The North and South Western Junction Company do not convey.
15. And to return the empty waggons within a specified time? And if so, in what time?	
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	
18. Are junctions considered as stations for this class of traffic? 19. If not, state the exceptions.	Junctions are not considered as stations.
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise?	No.
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.

INQUIRY, No. 2.—Questions in regard to Railway Charges.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	See answer to question No. 2, Inquiry No. 1.

North and South-western Junction Railway.—Inquiry No. 2.—*continued.*

12. Are junctions considered as stations for the traffic of articles in this return?
13. If not, state the exceptions, and give an instance of each class of exception.

Junctions are not considered as stations.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

See answer to question No. 2, Inquiry No. 1.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment or on the quantity carried?
b. Or how otherwise?

No.

16. Have you any special contracts independent of the foregoing scale of charges or conditions?

No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.

Yes.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.
19. Are any articles in this class ever carried in owners' waggons? If so, state the particulars.

See answer to question No. 2, Inquiry No.1

INQUIRY No. 4.—As to Acts of Parliament Authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

1. The North & South Western Junction Railway Act 1851, 14 & 15 Vict. c. 100.
2. The North & South Western Junction Railway Act 1853, 16 & 17 Vict. c. 69.
3. The North & South Western Junction Railway Act 1854, 17 & 18 Vict. c. 141.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*d.*				
Fat cattle	5	$5\frac{3}{4}$	4	1	2	4	2	6				
Lean cattle	10	$5\frac{3}{4}$	4	1	3	4	2	6				
Sheep	30	$5\frac{3}{4}$	4	1	12	4	2	6	8*d.*	8*d.*	2*s.*	—
Lambs	40	$5\frac{3}{4}$	4	1	12	4	2	6				
Bacon pigs	20	$5\frac{3}{4}$	4	1	6	4	2	6				
Pork pigs	25	$5\frac{3}{4}$	4	1	12	4	2	6				
Horses in cattle trucks	No traffic of this description.											

Note.—The number of animals shown above is the average number conveyed in each description of vehicle.
The above charges are for toll only, the traffic being worked by the London and North-western, London and South-western, and North London Railway companies.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.
Kew junction and Willesden junction. The rate for trucks containing any description of live stock, excepting horses, is 1*s.* 6*d.* per truck, the distance being 3 miles 7 chains.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
Kew junction and Willesden junction. The rate for trucks containing any description of live stock, excepting horses, is 1*s.* per truck, the distance being 3 miles 7 chains.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
There is not any special charge.

INQUIRY No. 9.—As to Charges at different Periods.

The Railway was opened for goods traffic in the year 1853.

PENARTH HARBOUR, DOCK, AND RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.
Penarth Harbour, Dock, and Railway, 6¼ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement;—

No goods carried in company's waggons.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
	d.						
Bricks, *common*	3½	1 ton.	4 miles and under.	¾*d.* per ton.	—	6*d.* per ton.	No.
Cannel	—						
Chromate ores	2						
Cinders	2						
Clay	3½						
Coal	2						
Coke	5½						
Compost	3½						
Coprolites, *for manure*	—						
Culm	2						
Draining pipes and tiles (*com. for agricultural draining*).	3½						
Dross	—						
Fire bricks and clay	3½						
Flagstones	3½						
Granite, *undressed*	—						
Gravel	3½						
Iron ore	2						
Iron, *pig*	5½						
Iron stone	3½						
Lime and limestone	3½						
Manure, *in bulk*	3½						
Materials for road repairs.	3½						
Peat	—						
Potters' earth	—						
Pyrites	—						
Salt, *rock, and unmanufactured.*	—						
Salt, *in bulk*, including manufactured salt, when so carried.	—						
Sand	3½						
Scoriæ	—						
Slag	3½						
Slates, *common*	3½						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	3½						
Sulphur ore	—						
Tiles	—						
Turf	—						
Zinc ore	—						

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

Penarth Harbour Railway.—Inquiry No. 1—*continued.*

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — No.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given?

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

REDRUTH AND CHASEWATER RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.
Redruth and Chasewater Railway, nine miles and one quarter (9¼) in length.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) IN COMPANIES' WAGGONS WHEN LOADED AND UNLOADED BY THE OWNERS.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Cannel	—	—	—	—			—	—	—
Chromate ores	—	—	—	—			—	—	—
Cinders	—	—	—	—			—	—	—
Clay	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Coal									
Coke									
Compost	—	—	—	—			—	—	—
Coprolites, *for manure*	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Culm									
Draining pipes and tiles (*com. for agricultural draining.*	—	—	—	—			—	—	—
Dross	—	—	—	—			—	—	—
Fire bricks and clay	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Flagstones	—	—	—	—			—	—	—
Granite, *undressed*	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Gravel									
Iron ore	—	—	—	—			—	—	—
Iron, *pig*	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Iron stone	—	—	—	—			—	—	—
Lime and limestone	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Manure, *in bulk*	—	—	—	—	—	—	—	—	—
Materials for road repairs.	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Peat	—	—	—	—			—	—	—
Potters' earth	—	—	—	—			—	—	—
Pyrites	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Salt, *rock, and unmanufactured.*	—	—	—	—			—	—	—
Salt, *in bulk*, including manufactured salt, when so carried.	—	—	—	—			—	—	—
Sand	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Scoriæ	—	—	—	—			—	—	—
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb or flags.*	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.
Sulphur ore									
Tiles									
Turf	—	—	—	—			—	—	—
Zinc ore	6*d.*	500 lbs.	2 miles.	4*d.*			Yes.	Included in charge for carriage.	No.

Redruth and Chasewater Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	No.
4. If not, state the nature of the exceptions?	Charge made according to distance, reducing as extended.
5. Is the traffic of this class conveyed at the owner's risk or otherwise?	Owner's risk.
6. If not, state in what respects you depart from this condition.	
7. Do you undertake to deliver this class of traffic within a specified time?	No.
8. What time is allowed at the stations for loading and unloading this class of traffic?	Unlimited.
9. What charge do you make for demurrage of waggons?	None.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line, for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

No waggons but company's used.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions.	No connexion with any other line.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,— *a.* Is the charge based on a minimum annual payment, or on the quantity carried? *b.* Or how otherwise? 22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No contract charges.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*)			(*b.*)		(*c.*)		(*d.*)		
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?	What is the Charge for Loading and Unloading when done by the Company?	Is it in addition to the foregoing Charges?	Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the Articles included in the Special Class of the Clearing House Classification, Appendix CP. The Return gives only the following:—										
Barley	8*d.*	500 lbs.	2 miles	6*d.* up to 3 miles, and 4½*d.* beyond for 9¼ miles, the length of line.						
Bones, *common, for size or manure*	Do.	Do.	Do.	Do.						
Chimney pots, *earthenware, at owner's risk.*	Do.	Do.	Do.	Do.						
Copper ore	1*s.* for 21 cwts.	Do.	3 miles	8*d.* up to 5 miles, and 5*d.* beyond up to 9¼ miles, the length of line.						
Deals, 2½ *tons per standard*	8*d.* per ton.	Do.	2 miles	7*d.* up to 3 miles, 5*d.* up to 9¼ do., length of line.	⟷	Nil.	Yes.	4½*d.* per Waggon.	No.	No, all done by the Company.
Drain pipes	8*d.*	Do.	Do.	6*d.* up to 3 miles, 4½*d.* beyond up to 9¼ miles, the length of line.						
Flour	Do.	Do.	Do.	5*d.* up to 9¼ miles, the length of line.						

Redruth and Chasewater Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Grains, *brewers' and distillers'*	8*d.*	500 lbs.	2 miles.	4½*d.* up to 9½ miles, the length of line.	—	Nil.	Yes.	4½*d.* per Waggon.	No.	No, all done by the Company.
Grain, flour, &c. (*See separate entries.*)	Do.	Do.	Do.	Do.						
Grindstones, *at owner's risk*	Do.	Do.	Do.	Do.						
Guano	Do.	Do.	Do.	Do.						
Boiler plates, bars, and other unadamageable iron.	Do.	Do.	Do.	Do.						
Scrap iron	Do.	Do.	Do.	Do.						
Lead ore	8*d.* 21 cwts.	Do.	3 miles.	Do.						
Lead, *pig*	8*d.* per ton.	Do.	2 miles.	Do.						
Malt and meal	Do.	Do.	Do.	Do.						
Oats	Do.	Do.	Do.	Do.						
Ochre	Do.	Do.	Do.	Do.						
Salt	Do.	Do.	Do.	6*d.* up to 3 miles, and 4*d.* up to 9½ miles, the length of line.						
Tiles, *roofing, ridge, paving, (quarries), at owner's risk.*	Do.	Do.	Do.	6*d.* up to 3 miles; 4½*d.* beyond up to 9½ miles, the length of line.						
Timber, *logs or baulks, by measurement.*	Do.	Do	Do.	7*d.* up to 3 miles; 4½*d.* beyond up to 9½ miles.						

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — Owner's.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — No specified time.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — We have no warehouses.

9. What charge for warehousing is made after the period has expired?

10. What charge do you make for demurrage of waggons? — No charge.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Not connected with any other railway.

12. Are junctions considered as stations for the traffic of articles in this return?

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

Redruth and Chasewater Railway.—Inquiry No. 2.—*continued.*

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification, Appendix CP., the return gives only the following:—											
Bones, *packed* Castings, *light or heavy, not otherwise enumerated, at owner's risk.* Iron hoops, sheets, or other damageable iron. Laths, *in bundles* Slate slabs, *not in cases, at owner's risk.* Slate slabs, *in cases* Tin, *in blocks, ingots, and boxes.*	2*d.* per mile.	2*d.* per mile.	8*d.*	2 miles.	3 miles 6*d.* and 4½*d.* beyond, up to 9½ miles, the length of line.	No charge.		No charge.		No.	No.

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification, Appendix CP, the return gives only the following:—											
Crucibles, *at owner's risk* Ropes, *new, including wire ropes.*	2*d.* per mile.	2*d.* per mile.	8*d.*	2 miles.	3 miles 6*d.* and 4½*d.* beyond, up to 9½ miles, length of line.	No charge.		No charge.		No.	No.

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Third Class of the Clearing House Classification, Appendix CP.	Nil.										

Redruth and Chasewater Railway.—Inquiry No. 3.—*continued.*

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification, Appendix CP.	Nil.										

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification, Appendix CP.	Nil.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	No.
5. If not, state in what respects you depart from this condition.	Everything carried at owner's risk.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	No time specified.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	We have no warehouses.
9. What charge for warehousing is made after the period has expired?	
10. What charge do you make for demurrage of waggons?	No charge.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exception.	No connexion with any other railway.

Redruth and Chasewater Railway.—Inquiry No. 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

Redruth Railway Act, 1853 [16 & 17 Vict. c. 6.]

RHYMNEY RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Rhymney Railway Company's lines, extending from Cardiff to Rhymney, with branches [24 miles].

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
For the whole of the articles included in the Mineral Class of the Clearing House Classification, Appendix C.P. Also, including Cannel, coal, coke, culm, and materials for road repairs.	1*s.* 2*d.*	4 tons.	4 miles and under.	2*d.*	The line does not extend 50 miles.	From 0*d.* to 1*s.*	Yes.	Never done by Company.	—

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Nearly so.
4. If not, state the nature of the exceptions.	
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At owner's risk.
6. If not, state in what respects you depart from this condition.	
7. Do you undertake to deliver this class of traffic within a specified time?	No.
8. What time is allowed at the stations for loading and unloading this class of traffic?	No definite ruel.
9. What charge do you make for demurrage of waggons?	Three shillings per ton.

Rhymney Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.)			(b.)		(c.)	
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges
For the whole of the articles in Table (A.) above.	Traffic carried in owners' waggons is charged according to Parliamentary tolls with the same terminal as on traffic in Company's waggons added.						

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Yes.

14. Do you undertake to convey this class of traffic, within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes.

18. Are junctions considered as stations for this class of traffic? No.

19. If not, state the exceptions.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? Through charges generally obtained. In the absence of these local rates are charged and paid-on's accepted.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—

a. Is the charge based on a minimum annual payment or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions?

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy Tolls and Rates on the lines included in your former return.

17 & 18 Vict. c. 193 [1854].
18 & 19 Vict. c. 110 [1855].
20 & 21 Vict. c. 140 [1857].
24 & 25 Vict. c. 144 [1861].
27 & 28 Vict. c. 264 [1864].
27 & 28 Vict. c. 275 [1864].

Rhymney Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	None in force.						2*d.*	3*d.*	1½*d.*	2¼*d.*	1*d.*	1½*d.*	1*d.*	1½*d.*
Highest - - -							—	—	—	—	—	—	—	—
Lowest - - -							—	—	—	—	—	—	—	—
Maximum fares allowed by Act of Parliament.							2*d.*	3*d.*	1½*d.*	2¼*d.*	1*d.*	1½*d.*	1*d.*	1½*d.*

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Fares uniform.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Fares uniform.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?
No.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - None.
„ „ ordinary passenger trains „ - - - } 20 miles per hour.
„ „ parliamentary „ „ „ - - - }

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former Returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.
Also add particulars of any important exceptions made to these general rates.

	Under 14 lbs.	Under 28 lbs.	Under 112 lbs.
Parcel rate by passenger trains - -	6*d.*	8*d.*	1*s.* 6*d.*

	Not exceeding.		
	28 lbs.	56 lbs.	112 lbs.
Parcel rate by goods trains, 1 to 15 miles -	6*d.*	9*d.*	1*s.*
„ „ 1 to 25 „ -	8*d.*	10*d.*	1*s.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	*s. d.*
Horse boxes containing 3 horses, not exceeding £ each in value -	0 3	0 2
Do. 2 do. do. -	0 3	0 2
Do. 1 do. do. -	0 3	0 2
Two-wheeled carriages - - - - - -	0 6	0 6
Four do. do. - - - - - - -	0 6	0 6
Dogs - - - - - - - - -	0 0½	0 0½

Rhymney Railway.—Inquiry No. 7.—*continued.*

What is the rate of insurance on horses exceeding the above-mentioned values?
None.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
Uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*s.*				
Fat cattle	5	10	10	10	—	5	5	5	We have none.			
Lean cattle	6	10	10	10	3	5	5	5				
Sheep	30	10	10	10	15	5	5	5				
Lambs	40	10	10	10	20	5	5	5				
Bacon pigs	18	10	10	10	9	5	5	5				
Pork pigs	24	10	10	10	12	5	5	5				
Horses in cattle trucks	Never have any sent.											

INQUIRY No. 9.—As to Charges for different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:—
The amounts are to represent the average rates charged per mile.
For goods they are to be the rates for long distances, and including terminal charges.
In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

——	1858.	1860.	1865.
Single passenger fares, 1st class	2*d.*	Do.	Do.
" " 2nd class	1½*d.*		
" " 3rd class	1*d.*		
Horses by passenger trains each	See Inquiry No. 7.		
Four-wheeled carriages "	Do.		
Parcels	See Inquiry No. 6.		
Oxen per head	—		
Sheep "	—		
Fish per ton	2⅞*d.*		
Coal "	O.W. ⅞*d.* per mile.		
Bricks "	1½*d.* "		
Manure "	1⅛*d.* "		
Iron ore "	O.W. 1*d.* "		
Bar iron "	1⅛*d.* "		
Iron castings "	1⅛*d.* "		
Stone "	1⅜*d.* "		
Lime "	1⅛*d.* "		
Salt "	2⅜*d.* "		
Grain "	Do. "		
Flour "	Do. "		
Timber "	Do. "		
Hay "	Do. "		
Potatoes "	Do. "		
Mangold Wurzel "	Do. "		
Goods generally, of the kind now included by the Clearing House under the 1st class	1⅛*d.* "		
" " " " 2nd "	1⅞*d.* "		
" " " " 3rd "	2⅞*d.* "		
" " " " 4th "	3*d.* "		
" " " " 5th "	3¼*d.* "		

SIRHOWY RAILWAY.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns :—

——	Express Fares.						Ordinary Fares.							
	1st class.		2nd class.		3rd class.		1st class.		2nd class.		3rd class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	—	—	—	—	—	—	2·45	3·675	1·70	2·55	—	—	—	—
Highest - -	—	—	—	—	—	—	2·5	3·75	1·75	2·625	1	1·5	1	1·5
Lowest - -	—	—	—	—	—	—	2·4	3·6	1·65	2·475				
Maximum fares allowed by Act of Parliament.	—	—	—	—	—	—	3	—	2	—	1·5	—	—	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Distances not exceeding 10 miles, as per above statement.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.
Distances beyond 10 miles, as per above statement.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?
Between Tredegar Junction, Blackwood, Argoed, and Tredegar.
Between Tredegar, Sirhowy, Argoed, Blackwood, Tredegar Junction, and Newport.
Single fare for double journey.

Give the average speeds of trains as follows :—

Average speed of express trains, including stoppages - - -
,, ,, Ordinary passenger trains - - - - - } 15 miles per hour.
,, ,, Parliamentary - - - - - -

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

——	To 7 lbs.	To 14 lbs.	To 28 lbs.	To 56 lbs.	To 84 lbs.	To 112 lbs.	Above 112 lbs. per 14 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Distance not exceeding 10 miles	0 6	0 6	0 8	0 10	0 10	1 3	0 1
Beyond 10 miles - -	0 6	0 8	0 10	1 0	1 3	1 6	0 1½

Sirhowy Railway—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 horses, not exceeding £10 each in value	4*d.* per horse	
" " 2 " " " "		
" " 1 " " " "		
Two-wheeled carriages	6*d.* per carriage	
Four-wheeled "		
Dogs	6*d.* each for distance conveyed.	

What is the rate of insurance on horses exceeding the above-mentioned values?
5 per cent.
State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
They are uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*s.*		*s.* *d.*	*s.* *d.*	*s.* *d.*
Fat cattle	—	7	5	5	3	5	$3\frac{1}{2}$	5	—	0 10	0 10	7 6
Lean cattle					5							
Sheep					15							
Lambs					—							
Bacon pigs	—	8	6		9	$5\frac{1}{2}$	4	5	—	1 2	1 2	
Pork pigs					12							
Horses in cattle trucks	—	11	8		—	$7\frac{1}{3}$	$5\frac{1}{3}$					

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.
The difference in the rate per mile is occasioned by the dimensions of the trucks and vans differing.
Is there any special charge for cattle to the Royal Agricultural Society's Shows? If so, state it.
No.

SWANSEA VALE RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.
Swansea Vale Railway Act 1855. 18 Vict. c. 60.

TAFF VALE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

Give a list of the lines to which this return refers, and state their respective lengths.

Taff Vale Main line		24 miles 24 chains.	
		miles.	chains.
	Rhondda Branch	11	42
	Arrw do.	0	67
	Rhondda Fach do.	4	56
	Llancaich do.	3	28
	Pwllyrhrbog do.	0	75
	East Branch	0	70
Aberdare		8 miles 17 chains.	
	Cwmbach Branch	0	54
	Llantrissant and Taff Vale Junction	5	17
	Cwmon Branch	0	39

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named in tons of 2,240 lbs., or the equivalent measurement.

Name of Article.	(a.) What is the Minimum Charge per Ton for each article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per mile when this Distance is exceeded, and up to 50 miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 miles?	(c.) What is the Charge per Ton for terminal or station accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for loading and unloading when done by the company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Cannel	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Chromate ores	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Cinders	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Clay	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Coal	Not carried by us in company's waggons.								
Coke	Not carried by us in company's waggons.								
Compost	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Coprolites *for manure*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Culm	See Coal.								
Draining pipes and tiles (*com. for agricultural draining*).	3*s.*	1 ton.	3 miles.	1½*d.*	—	1*s.* 6*d.*	Yes.	1*s.* 6*d.*	Yes.
Dross	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Fire bricks and clay	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Flagstones	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Granite, *undressed*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Gravel	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes	1*s.* 6*d.*	Yes.
Iron ore	See Coal.								
Iron, *pig*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Iron stone	See Coal.								
Lime and limestone	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Manure, *in bulk*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Materials for road repairs	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Peat	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Potter's earth	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Pyrites	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Salt, *rock, and unmanufactured.*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Salt, *in bulk*, including manufactured salt, when so carried.	See Drain Pipes.								
Sand	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Scoriæ	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Slag	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Slates, *common*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Stone, *in the rough state, building, pitching, paving, kerb, or flags*	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Sulphur ore	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Tiles	See Drain Pipes.								
Turf	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.
Zinc ore	2*s.*	4 tons.	8 miles.	1½*d.*	—	9*d.*	Yes.	1*s.* 6*d.*	Yes.

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

4. If, not, state the nature of the exceptions?

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's.

6. If not, state in what respects you depart from this condition?

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 48 hours, but is commonly done in two or three.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

Taff Vale Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?
			Miles.	*d.*		*d.*	
Bricks, *common*	Taff, 4¾*d.*	None fixed	4	1⅛	—	1½	No.
	Aberdare, 4½*d.*	Do.	3	1½			
	Llantrissant, 6*d.*	Do.	4	1½			
Cannel	See Coal below.						
Chromate ores	See Iron ore.						
Cinders	Taff, same as Coal.						
	Aberdare, do.						
	Llantrissant, 8*d.*	Do.	4	2	—	1½	No.
Clay	See Bricks.						
Coal	Taff, 3¾*d.*	Do.	4	⅞	—	1*d.* when shipped; 1½*d.* otherwise.	No.
	Aberdare, 2⅝*d.*	Do.	3	⅞			
	Llantrissant, 6*d.*	Do.	4	1½			
Coke	Taff, 6*d.*	Do.	4				
	Aberdare, 4½*d.*	Do.	3	1½	—	*d.* 1½	No.
	Llantrissant, 6*d.*	Do.	4				
Compost	Taff, 4⅝*d.*	Do.	4	1⅛			
	Aberdare, 2⅝*d.*	Do.	3	1½	—	6	No.
	Llantrissant, 6*d.*	Do.	4	1½			
Coprolites, *for manure*	Taff, 4⅝*d.*	Do.	4	1⅛			
	Aberdare, 2⅝*d.*	Do.	3	1½	—	6	No.
	Llantrissant, 6*d.*	Do.	4	1½			
Culm	See Coal.						
Draining pipes and tiles (*com. for agricultural draining*).	Taff, 10*d.*	Do.	4				
	Aberdare, 7½*d.*	Do.	3	2½	—	1½	No.
	Llantrissant, 10*d.*	Do.	4				
Dross	Same as Coal.						
Fire bricks and clay	Same as Bricks.						
Flagstones	Do.						
Granite, *undressed*	Do.						
Gravel	Do.						
Iron ore	Same as Coal.						
Iron, *pig*	Taff, 5¼*d.*	Do.	4	1⅜	—	1½	No.
	Aberdare, 4½*d.*	Do.	3	1⅜			
	Llantrissant, 8*d.*, Parly.	Do.	4	2			
	We charge 4½*d.* only.						
Iron stone	See Ore.						
Lime and limestone	See Bricks.						
Manure, *in bulk*	See Compost.						
Materials for road repairs.	See Gravel.						
Peat	Do.						
Potters, earth	Do.						
Pyrites	See Ore.						
Salt, *rock, and unmanufactured.*	10*d.*	Do.	4	2½	—	1½	No.
Salt, *in bulk*, including manufactured salt, when so carried.	Do.	Do.	4	2½	—	1½	No.
Sand	See Bricks.						
Scoriæ	Do.						
Slags	Do.						
Slates, *common*	See Salt.						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	See Bricks.						
Sulphur ore	See Ore.						
Tiles	See Salt.						
Turf	See Gravel.						
Zinc ore	See Ore.						

10*d*. Do the charges include returning empty waggons? Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? Yes.

12. If not, state the nature of the exceptions?

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? Owner's.

14. Do you undertake to convey this class of traffic within a specified time? No.

15. And to return the empty waggons within a specified time? No.

And if so, in what time?

16. Do you allow demurrage on owners' waggons when not returned within the specified time? No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? Yes, mostly, but there are a few cases in which our local rate to the junction is paid by senders.

18. Are junctions considered as stations for this class of traffic? Yes.

19. If not, state the exceptions?

20. What arrangements are made for the interchange of traffic with other companies when through charges are not given? See No. 17.

Taff Vale Railway.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY ON ALL YOUR LINES IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

These are all included in Clearing House classification in the special class, for which our charges are as follows :—
Up to 8 miles, 3*s.* per ton.
„ 13 „ 4*s.* „
„ 24 „ 5*s.* „
We have no other rates.

Our line is only 24 miles to farthest point. These charges include station accommodation only, loading, unloading, collection and delivery performed by the owner.

No article in this class carried upon toll. These charges apply to one ton lots and upwards.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.	
4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?	Owner's.
5. If not, state in what respects you depart from this condition.	
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No.
7. What time is allowed at the stations for loading and unloading this class of traffic?	48 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Uncertain; often a month.
9. What charge for warehousing is made after the period has expired?	Uncertain; often none.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.
13. If not, state the exceptions, and give an instance of each class of exception?	
14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?	

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	Yes, the articles are so marked, creosote, tar, &c.

Taff Vale Railway—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

These are all included in Clearing House classification in the first class, for which our charges are as follows :—

Up to 8 miles, 4*s.* 6*d.* per ton; 6*d.* under 1 cwt.
„ 13 „ 5*s.* 0*d.* „ 7*d.* „
„ 24 „ 8*s.* 4*d.* „ 9*d.* „

We have no other rates.

Our line is only 24 miles to farthest point. Our charges include porterage and station accommodation, collection, and delivery.

No articles in this class are carried upon toll as the company provide all accommodation of every kind.

2. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

These are all included in Clearing House classification in the second class, for which our charges are as follows :—

Up to 8 miles, 7*s.* 6*d.* per ton; 6*d.* under 1 cwt.
„ 13 „ 8*s.* 4*d.* „ 7*d.* „
„ 24 „ 11*s.* 8*d.* „ 9*d.* „

We have no other rates.

Our line is only 24 miles to the farthest point. These charges include porterage, and station accommodation, collection, and delivery.

None of the articles in this class are carried upon toll, as the company provide all accommodation of every kind.

3. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

These are all included in the Clearing House classification in the third class, for which our charges are as follows :—

Up to 8 miles 10*s.* 0*d.* per ton; 6*d.* under 1 cwt.
„ 13 „ 11*s.* 8*d.* „ 7*d.* „
„ 24 „ 15*s.* 0*d.* „ 9*d.* „

We have no other rates.

Our line is only 24 miles to the farthest point. These charges include porterage and station accommodation, collection, and delivery.

None of the articles in this class are carried upon toll, as the company provide accommodation of every kind.

4. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

These are all included in Clearing House classification in the fourth class, for which our charges are as follows :—

Up to 8 miles, 12*s.* 6*d.* per ton; 6*d.* under 1 cwt.
„ 13 „ 15*s.* 0*d.* „ 7*d.* „
„ 24 „ 17*s.* 6*d.* „ 9*d.* „

We have no other rates.

Our line is only 24 miles to the farthest point. These charges include porterage and station accommodation, collection, and delivery,

None of the articles in this class are carried upon toll, as the company provide all accommodation of every kind.

5. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

These are all included in Clearing House classification in the fifth class, for which our charges are as follows :—

Up to 8 miles, 15*s.* 0*d.* per ton; 6*d.* under 1 cwt.
„ 13 „ 17*s.* 6*d.* „ 7*d.* „
„ 24 „ 20*s.* 0*d.* „ 9*d.* „

We have no other rates.

Our line is only 24 miles to the farthest point. These charges include porterage and station accommodation, collection, and delivery.

None of the articles in this class are carried upon toll, as the company provide all accommodation of every kind.

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	No less charge than 10*s.* a ton. by special agreement.										
Basket carriage bodies and Bath chairs, *at Company's risk.*	No special rate, never having carried any.										
Caravans, *showmen's and others.*	6*d.* per ton per mile for first ton, after that 2*d.* per ton per mile.										
Carriage bodies, *finished, in cases.*	None carried by us.										
Railway carriages, on their own wheels.	Do. do.										
Boilers of unusual dimensions.	According to the number of waggons required.										

Taff Vale Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation	(d.) Are these Charges included in the Mileage Rates	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Contractors' waggons and materials, *excepting rails and chairs.*	3*d.* per ton per mile. Station to Station.										
Furniture, *in mats or loose.*	Same as Table 5 above, and 20 per cent.										
Furniture, *in vans, carts, or frames.*	Same as Table 5, above.										
Forgings or castings, above six tons.	According to the number of waggons required. Station to Station.										
Gunpowder - -	Same as Table 5 above.										
Lucifer matches and other inflammable articles.	Same as Table 3, above.										
Locomotive engines and tenders on their own wheels.	2*d.* per ton per mile. Station to Station.										
Petroleum and photogenic oil.	Same as Table 2, above.										
Railway waggons -	3*d.* per waggon per mile. Station to Station.										
Statuary - -	None carried by us.										
Returned empty packages.	Carried free of charge.										
Small parcels - -	See Tables 1, 2, 3, 4, and 5, above.										

2. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)?	Yes, except combustibles.
6. Do you undertake to deliver the traffic of articles in this return within a specified time?	No, but deliver as early as we can.
7. What time is allowed at the stations for loading and unloading this class of traffic?	48 hours.
8. For what period do you keep any of the articles in this return in your warehouses free of charge?	Uncertain, often a month.
9. What charge for warehousing is made after the period has expired?	Uncertain, often none.
10. What charge do you make for demurrage of waggons?	3*s.* per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
12. Are junctions considered as stations for the traffic of articles in this return?	Yes.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— (*a.*) Is the charge based on a minimum annual payment, or on the quantity carried? (*b.*) Or how otherwise?	No.
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	They do.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorising Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

TAFF VALE ACTS.

6 William 4. cap. 82. (1836)
3 & 4 Vict. cap. 110 (1840.)
7 & 8 Vict. cap. 84. (1844).
9 & 10 Vict. cap. 393. (1846).
20 & 21 Vict. cap. 153. (1857).

ABERDARE RAILWAY COMPANY'S ACT.

8 & 9 Vict. cap. 159. (1845.)

LLANTRISSANT AND TAFF VALE JUNCTION COMPANY'S ACT.

24 Vict. cap. 51. (1861.)

Taff Vale Railway—*continued.*

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

——	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Average fares charged per mile.	None						—	—	—	—	—	—	—	—
Highest - - -							—	—	—	—	—	—	—	—
Lowest - - -							2	3	$1\frac{1}{2}$	$2\frac{1}{4}$	1	$1\frac{1}{2}$	—	—
Maximum fares allowed by Act of Parliament.	6 William 4. c. 82. s. 133.						$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	—

The Taff Vale Railway is not a "passenger railway" within the meaning of the Act of Parliament.

Places between which the highest rate of passenger fare is charged, giving the fares for each class and the distances between the stations.

All our passenger fares are uniform.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class and the distances between the stations.

All our passenger fares are uniform.

Are market tickets issued? If so, between what places, and at what proportion of the single fares?

None issued.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - ——

„ ordinary passenger trains „ - - - - 25 miles per hour.

„ parliamentary „ „ - - - - ——

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

We seldom run excursion trains specially, but mostly meet parties who have some special object by allowing them to travel the to and fro journey at a single fare or a fare and a half, as the case may be.

Last summer we ran a lot of school children from Merthyr to Llantrissant and back at 6*d.* a head.

We also once ran a special train for a British school committee, who paid us 50*l.* for the train, and issued their own tickets.

The speed of these trains is the same as our ordinary passenger trains.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

General Parcel Rates per Passenger Trains.

Distance.	1 lb.	2 lbs.	3 lbs.	Above 3 lbs. and not exceeding 7 lbs.	Above 7 lbs. up to	Rate.	Above	Rate per lb.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	Lbs.	*s.* *d.*	Lbs.	*s.* *d.*
Not exceeding 30 miles - -	0 6	0 6	0 6	0 6	24	0 6	24	0 $0\frac{1}{4}$
Above 30, not exceeding 50 miles	0 6	0 6	0 6	0 8	16	0 8	16	0 $0\frac{1}{2}$
„ 50 „ 100 „	0 6	0 6	0 8	0 10	16	1 0	16	0 $0\frac{3}{4}$
„ 100 „ 150 „	0 6	0 9	1 0	1 3	15	1 3	15	0 1
„ 150 „ 200 „	0 8	1 0	1 3	1 6	14	1 6	14	0 $1\frac{1}{4}$
„ 200 „ 250 „	0 9	1 0	1 6	1 9	16	2 0	16	0 $1\frac{1}{2}$
„ 250 „ 300 „	0 9	1 0	1 6	1 9	16	2 4	16	0 $1\frac{3}{4}$
„ 300 „ 400 „	0 9	1 0	1 6	2 0	15	2 6	15	0 2
„ 400 „ 550 „	1 0	1 3	1 9	2 6	18	3 0	18	0 2
Above 550 miles - - -	1 0	1 3	1 9	2 6	16	3 0	16	0 $2\frac{1}{4}$

For rates per goods train see former return.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

——	Charge per Mile.	Minimum Gross Charge.
Horse boxes containing 3 Horses, not exceeding £ each in value - -	4*d.* per mile per horse	5*s.* per horse.
Do. 2 do. do. - -		
Do. 1 do. do. - -		
Two-wheeled Carriages - - - - - - -	15*s.* each for 24 miles -	5*s.* each.
Four do. do. - - - - - - -	1*l.* do. do. -	7*s.* each.
Dogs - - - - - - - - -	1*s.* for all distances.	

Taff Vale Railway.—Inquiry No. 7.—*continued.*

What is the rate of insurance on horses exceeding the above mentioned values?
We do not insure.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

—	Whole Trucks.				Half Trucks.				Double Sheep Van.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per half Truck per Mile.	Minimum Rate per half Truck per Mile.	Minimum Charge per half Truck	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		d.	*d.*	*s.*		*d.*	*d.*	*s.*				
Fat cattle	6	9	9	6	3	6	6	4	We have none.			
Lean cattle	10	9	9	6	5	6	6	4				
Sheep	30	9	9	6	15	6	6	4				
Lambs	30	9	9	6	15	6	6	4				
Bacon pigs	18	9	9	6	9	6	6	4				
Pork pigs	24	9	9	6	12	6	6	4				
Horses in cattle trucks	Same as cattle.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.
Our rates are all uniform.
Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description and the distances between the stations.
Our rates are all uniform.
Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.
None.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed table, attending to the following conditions:—
The amounts are to represent the average rates charged per mile.
For goods they are to be the rates for long distances, and including terminal charges.
In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

—	1840.	1850.	1865.
Single passenger fares, 1st class	2*d.* per mile.	No recorded change.	As in the returns gone before.
" " 2nd class	1½*d.* "		
" " 3rd class	1*d.* "		
Horses by passenger trains each	No record.		
Four-wheeled carriages "	Do.		
Parcels	Do.		
Oxen per head	Do.		
Sheep "	Do.		
Fish per ton	Do.		
Coal "	1½*d.* per ton per mile.		
Bricks "	Do.		
Manure "	Do.		
Iron ore "	Do.		
Bar iron "	1½*d.* per ton per mile.		
Iron castings "	According to number of waggons required.		
Stone "	1½*d.* per ton per mile.		
Lime "	Do.		
Salt "	2½*d.* per ton per mile.		
Grain "	Do.		
Flour "	Do.		
Timber "	Do.		
Hay "	Do		
Potatoes "	Do.		
Mangold Wurzel "	Do.		
Goods generally of the kind now included by the Clearing House under the 1st class	No record.		
" " " " 2nd "	Do.		
" " " " 3rd "	Do.		
" " " " 4th "	Do.		
" " " " 5th "	Do.		

VALE OF CLWYD RAILWAY.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For all the articles included in the SPECIAL CLASS of the Clearing House classification, Appendix CP., none of these being carried, except the following:—										
Bark (tanners') *packed*	Not carried locally; carried 59 miles in conjunction with other companies.			For per ton, 11*s.* 8*d.*		1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Barley	1*s.*	2 tons.	4 miles.	With other companies, 2½*d.*	No rates for this distance.	Do.	Do.	Do.	—	Do.
Beans	*See* Barley.									
Bones, *common, for size or manure.*	Not carried locally (2 ton lots) - Under 2 tons, 3*d.* per ton per mile.			With other companies, 2½*d.*	No rates for this distance.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisiing in all cases.
Bran	Same as Barley.									
Builders' implements, *ladders, planks, scaffold poles, &c.*	Not carried locally; in conjunction with other companies.			3*d.*	No rate.	1*s.* 6*d.*	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Cement	Not carried locally; with other companies.			3*d.* per ton per mile.	No rates for this distance.	1*s.* 6*d.*	Do.	Do.	—	Do.
Charcoal, *packed*	Do.	Do.		2*d.* per ton per mile.	Do.	1*s.* 6*d.* at each end.	Do.	Do.	—	Do.
Chimney pots, *earthenware, at owners' risk.*	Do.	Do.		3*d.* per ton per mile.	Do.	Do.	Do.	Do.	—	Do.
Clog blocks, *rough*	Do.	Do.		2½*d.* per ton per mile.	Do.	Do.	Do.	Do.	—	Do.
Cordwood, *machine weight.*	Do.	Do.		1¾*d.* per ton per mile.	Do.	Do.	Do.	Do.	—	Do.
Deals, 2½ *tons per standard.*	Do.	Do.		2½*d.* per ton per mile.	Do.	Do.	Do.	Do.	—	Do.
Drain pipes	Do.	Do.		2*d.* per ton per mile.	Do.	Do.	Do.	Do.	—	Do.
Fire-clay chimney cans, *at owners' risk.*	Same as Chimney pots.									
Flooring boards	Same as Deals.									
Flour	Same as Barley.									
Gas and water pipes, *iron, except water pipes for spouting, and their connections.*	Not carried locally; with other companies.			No rate.	1½*d.* per ton per mile.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Grain, flour, &c. (*See separate entries*).	Same as Barley and Flour.									
Guano	Same as Bones.									
Indian corn	Same as Barley, Flour, &c.									
Boiler plates, bars, and other undamageable iron.	Not carried locally; with other companies.			No rate.	1½*d.* per ton per mile.	1*s.* 6*d.* at each end.	Yes.	Same as Gas, water pipes, &c.		
Scrap iron	Do.	Do.		Do.	1½*d.* per ton per mile.	Do.	Do.	Do.	Do.	
Lathwood	Same as Deals.									
Mahogany	Same as Deals and Lathwood.									
Malt and meal	Same as Barley, Flour, &c.									
Manures, *packed*	Same as Guano.									
Oats	Same as Barley, &c.									
Oil cake	Not carried locally; with other companies.			No rate.	2½*d.* per ton per mile.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Peas, *dried*	Same as Barley, Flour, &c.									
Pelts, *wet*	Not carried on this line; with other companies.			No rate.	2½*d.* per ton per mile.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.

Vale of Clwyd Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
Posts and rails *for fencing.*	Not carried locally; with other companies.			2*d.*	No rate.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Postwood, *machine weight.*	Same as Cordwood.									
Propwood, *machine weight.*	Same as Postwood, &c.									
Sleepers, *railway, machine weight.*	Not carried locally; with other companies.			No rate.	2½*d.* per ton per mile.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Rice flour and meal	Do.	Do.	Do.	Do.	2½*d.* per ton per mile.	Do.	Do.	Do.		Do.
Rye	Same as Barley, Flour, &c.									
Sago flour	Same as Rice Flour and Meal.									
Salt, *manufactured*	Not carried locally; with other companies.			1½*d.* per ton per mile.	No rate.	1*s.* 6*d.* at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Sanitary tubes	Same as Chimney Tops.									
Seeds, flax	Same as Barley, Flour, &c.									
Seeds, linseed										
Seeds, rape										
Seeds *for crushing for oil.*										
Sharps										
Shelling										
Soda	Not carried locally; with other companies.			No rate.	2½*d.* per ton per mile.	1*s.* 6*d.* per ton at each end.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Soda ash										
Tares	Same as Barley, Flour, &c.									
Tiles, *roofing, ridge, paving, (quarries), at owners' risk.*	Not carried locally; with other companies.			2*d.* per ton per mile.	No rate for this distance.	9*d.* per ton per mile.	Yes.	No charge beyond the rate stated.	—	No deduction made. Company loading, or unloading, or assisting in all cases.
Timber, *logs or baulks, by measurement.*	Same as Deals, &c.									
Wheat	*See* Barley, Flour, &c.									

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk or otherwise? — All at company's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — One clear day.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — No fixed period; seldom or ever make any charge for temporary accommodation.

9. What charge for warehousing is made after the period has expired?

10. What charge do you make for demurrage of waggons? — Three shillings per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return? — The one junction of this company is so considered.

13. If not, state the exceptions and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — All traffic with other lines carried at through rates.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — None.

a. Is the charge based on a minimum annual payment or on the quantity carried?

b. Or how otherwise?

Vale of Clwyd Railway.—Inquiry No. 2.—*continued.*

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — None.

17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions and give an instance of each class of exceptions.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.

Where we have two routes the traffic is sent as consigned, the shortest route ruling the rates.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

General Remarks.

The length of this line is only 10 miles, and the articles produced in the district (agricultural) are very few, the traffic being almost entirely imports. These again are all carried at through rates, and the returns of other companies, the London and North Western for instance, whose rates this company adopt generally, will give all the required information. We have, nevertheless, given the rates and charges of the articles we are constantly carrying in connection with other companies.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For all the articles included in the First Class of the Clearing House Classification, Appendix CP., none of these being carried except the following:—											
Ale and porter, *in casks* [station to station].	Not carried locally; with other companies.		13*s.* 5*d.*	107 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 6*d.*	No.	No.	None.
Biscuit, *dog* [station to station].	With other companies.		12*s.* 6*d.*	57 miles.	Do.	Do.	Do.	1*s.* 8*d.*	Do.		
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*			33*s.* 4*d.*	281 miles.	Do.	4*s.* 0*d.*	Do.	Nil. Charge paid out of the 4*s.*			
Grain and Flour, &c., viz.:—											
Groats [station to station].			12*s.* 6*d.*	57 miles.	Do.	1*s.* 6*d.*	Do.	1*s.* 8*d.*	No.		
Pearl barley [station to station].			Do.	Do.	Do.	Do.	Do.	Do.	Do.		
Pot barley [station to station].			Do.	Do.	Do.	Do.	Do.	Do.	Do.		
Shudes [station to station].			Do.	Do.	Do.	Do.	Do.	Do.	Do.		
Iron hoops, sheets, or other damageable iron [station to station].			18*s.* 4*d.*	107 miles.	Do.	Do.	Do.	Do.	Do.		
Iron nails			21*s.* 8*d.*	102 miles.	Do.	4*s.* 0*d.*	Do.	Included in the 4*s.*			
Iron nuts			Do.	Do.	Do.	Do.	Do.	Do.			
Iron rivets			Do.	Do.	Do.	Do.	Do.	Do.			
Iron spoutings and connections, *at owner's risk.*	See castings, light or heavy.										
Iron wire, *not damageable*	Same as iron nails, nuts, &c.										
Iron wire, *galvanized*	Do.	Do.									
Lead, sheet and piping	With other companies.		19*s.* 2*d.*	95 miles.	No rate.	Do.	Do.	Included in the 4*s.*		No.	None.
Linseed meal	Same as grain and flour.										
Molasses	With other companies; same as dog biscuits.										
Oils, *in casks or iron drums*, viz.:—											
Cocoa nut											
Cod											
Cotton seed											
Lard											
Linseed	Same as molasses, &c.										
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											
Rags	With other companies.		6*s.* 8*d.*	15 miles.	No rate.	1*s.* 6*d.*	Do.	1*s.* 8*d.*	No.	No.	None.
Rice	Same as grain and flour.										
Seeds, *agricultural, at owners' risk.*	With other companies.		35*s.* 10*d.*	220 miles.	No rate.	4*s.* 0*d.*	Do.	Included in the 4*s.*		No.	None.
Soap	Same as molasses, &c.										
Split peas	Same as grain and flour, &c.										
Sugar (*raw or refined*), *in casks and bags.*											
Syrup	Same as molasses, &c.										
Tallow											
Treacle											
Vinegar, *in casks*	With other companies.		26*s.* 8*d.*	135 miles.	No rate.	Do.	Do.	Included in the 4*s.*		No.	None.

Vale of Clwyd Railway.—Inquiry No. 3.—*continued.*

2. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the Articles included in the SECOND CLASS of the Clearing House Classification, Appendix CP., none of them being carried except the following:—											
Ale and porter, *bottled, in cases, casks, and hampers* [station to station].	With other companies.		14*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Bacon and hams, *packed*	Same as molasses, &c.										
Bark, *tanners', loose* [station to station].	With other companies.		17*s.* 6*d.*	66 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Bedsteads, *iron, in cases or bundles.*	Do.		25*s.* 10*d.*	102 miles	Do.	4*s.*	Do.	Included in the 4*s.*		Do.	Do.
Beef, *in casks*	Same as molasses, &c.										
Biscuit	With other companies.		14*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Blacking	Same as seeds, agricultural, &c.										
Black lead	Do.	Do.									
Candles, *except wax*	With other companies.		41*s.* 8*d.*	220 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Cheese, *packed*	Same as molasses, &c.										
Chicory, *prepared*	Same as candles, &c.										
Clover seed, *at company's risk.*	Do.	Do.									
Cocoa [station to station]	With other companies.		11*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Coffee	Same as cocoa.										
Currants *grocers'*	Same as coffee, &c.										
Dates	Do.	Do.									
Drugs, *in casks or bales*	Same as candles, &c.										
Drysalteries, *not elsewhere specified, in casks* [station to station].	With other companies.		14*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Earthenware, *in casks and crates.*	Do.		20*s.* 10*d.*	80 miles.	Do.	4*s.*	Do.	Included in the 4*s.*		Do.	Do.
Figs	Same as currants, &c.										
Fish:— *Thoroughly cured* red herrings. Other fish *thoroughly salted or dried, and not otherwise specified.*	Do.	Do.									
Glass, flint, *at sender's risk*	With other companies.		20*s.* 10*d.*	69 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Glass, crown, *in boxes and crates, at sender's risk.*											
Glass, window and rough plate, *at sender's risk.*											
Glue	Same as currants, &c.										
Glue pieces, *dry*	Do.	Do.									
Hardware	Same as iron bedsteads.										
Hay—*station to station, at owner's risk—30. cwt. per waggon minimum.*	With other companies.		20*s.*	41 miles.	No rate.	1*s.* 6*d.*	Yes.	Do not deliver.		No.	None.
Iron hinges	Same as iron bedsteads, &c.										
Iron holloware, *in hogsheads.*											
Iron screws											
Iron spoons											
Iron wire, *bright*											
Japan and tin ware, *in casks or cases.*											
Lard, *in casks, boxes, and tins.*	Same as currants, &c.										
Lasts, *packed*											
Leather, *undressed*											
Lemonade	With other companies.		12*s.* 6*d.*	59 miles.	Same in proportion.	4*s.*	Yes.	Nil. Included in the 4*s.*	Yes.	No.	None.
Lemons	Same as currants, &c.										
Lemon juice											
Lemon peel, *in casks*											
Locks	Same as hardware, &c.										
Nuts	Same as currants, &c.										
Oils, *in casks and iron drums, not otherwise specified.*											
Oranges											
Paints and colours, *in casks.*	Same as grain, barley, &c.										
Paper hangings	Same as candles, &c.										
Pins, *metal, in boxes*	Same as hardware, &c.										
Provisions, *salt*	Same as currants, &c.										
Prunes											
Raisins											
Sad Irons	Same as hardware.										
Sago	Same as currants.										
Saws	Same as hardware, &c.										
Seeds, *agricultural, at company's risk.*	Same as candles, &c.										
Shot, *small, in bags*	With other companies.		11*s.* 8*d.*	41 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Sodawater	Same as lemonade.										
Spades and shovels, *iron*	Same as hardware, &c.										
Starch	Same as candles, &c.										
Steel bars and bundles	Same as hardware, &c.										
Sugar, *lump, loose*	Same as currants, &c.										
Sugar mills	Same as hardware, &c.										
Sugar moulds and pans											
Sugar of lead											

Vale of Clwyd Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Tarpaulings Tartaric acid Terra cotta casts Tincal Tinfoil Tin scrap Tinware, *in casks or cases*	Same as hardware, &c.										
Turpentine, *in casks*	Same as currants, &c.										
Vices	Same as hardware, &c.										
Washers	Do.	Do.									
Wool	With other companies.		27*s.* 6*d.*	103 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.

3. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For all the articles included in the THIRD CLASS of the Clearing House Classification, Appendix C.P., none of them being carried except the following:—											
Bacon and hams, *loose* [station to station].	With other companies.		19*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Blankets	Do.		25*s.*	81 miles.	Do.	4*s.*	Do.	Included in the 4*s.*		Do.	Do.
Books, (when not luggage.) Boots and shoes (*including goloshes*), *in casks, cases or boxes.* Bristles Brooms, broom heads, and brushes. Buckets and pails	With other companies.		55*s.*	220 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Buttons	Same as hardware, &c.										
Candied peel	Same as currants, &c.										
Castor oil, *in boxes, casks, or iron drums.*	Same as books.										
Cheese, *loose*	With other companies.		15*s.*	41 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Confectionery, *in boxes, or cases.*	Same as cheese, loose.										
Cutlery	With other companies.		37*s.* 6*d.*	123 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Drugs, *in boxes or hampers.*	Same as drysalteries in boxes or hampers.										
Drysalteries, *in boxes or hampers, and not otherwise specified* [station to station].	With other companies.		19*s.* 2*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Fenders, *at owner's risk*	Do.		30*s.*	100 miles.	Do.	4*s.*	Yes.	1*s.* 8*d.*	Included in the 4*s.*	No.	None.
Fire irons	Same as fenders.										
Flannel	With other companies.		33*s.* 4*d.*	98 miles.	No rate.	4*s.*	Yes.	1*s.* 8*d.* Included in the 4*s.*	—	No.	None.
French plums	Same as drysalteries.										
Fruit, *ripe*	Do.										
Goods, *heavy, not specified* Grates, *polished, at owners' risk.* Grates, *common* Groceries, *mixed packages*	Same as fenders.										
Hides, kips, and sheepskins, *green or market, not declared at owners' risk.*	Same as drysalteries.										
Hops	With other companies.		35*s.*	137 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Hosiery	Do.		25*s.*	79 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Ink, printers'	Same as drysalteries.										
Iron spoutings and connections, *at company's risk.* Iron trays Japan and tin ware, *in hampers or crates.*	Rate same as fenders at owner's risk.										
Joiners' work, *not elsewhere specified.*	With other companies.		15*s.*	41 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Lamp black Lard, *in casks and tubs* Leather, *dressed*	Same as drysalteries.										
Linens, *in bales, boxes, cases, packs, and trusses.*	Same as hosiery.										
Manchester and Barnsley manufactures, *in bales, boxes, cases, packs, and trusses.*	Do.										
Matresses (*when not as household furniture.*)	Same as drysalteries.										
Mustard	With other companies.		55*s.*	220 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Oilcloth table covers Paints and colours, *in hampers and boxes.*	Same as hosiery. Same as mustard.										

Vale of Clwyd Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Paper, *fine, writing, blotting, tissue, and fancy.*	Same as mustard.										
Pens, *steel, from makers*	With other companies.		30*s.*	116 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Pepper	Same as mustard.										
Pickles	Do.										
Saddlers' ironmongery	With other companies.		30*s.*	109 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Saddlery	Do.		Do.	Do.	Do.	Do.	Do.	Do.		Do.	Do.
Sardines	Same as mustard, &c.										
Scotch cotton goods, *in bales, boxes, cases, packs, and trusses.*	Same as hosiery.										
Smallwares	Same as pens, steel, from makers.										
Snuff	With other companies.		15*s.*	41 miles.	No rate.	4*s.*	Yes.	Included in the 4*s.*		No.	None.
Scented soap	Do.		Do.	Do.	Do.	Do.	Do.	Do.		Do.	Do.
Spanish juice	Same as drysalteries.										
Stationery, *general*	Same as mustard.										
Sugar candy	Same as drysalteries.										
Tacks	Same as fenders.										
Tapes	Same as hosiery.										
Tapioca	Same as mustard.										
Tea	Do.										
Thread, *cotton and linen*	Same as hosiery.										
Tobacco, *manufactured*	Same as snuff.										
Toys, *of all kinds in cases*	Same as mustard.										
Umbrellas	Same as hosiery.										
Wines and spirits, *in casks and cases.*	Same as mustard.										
Wines, British, *in casks or hampers.*	Do.										

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For all the articles included in the FOURTH CLASS of the Clearing House Classification, Appendix CP., none of them being carried except the following:—											
Barèges	With other companies.		37*s.* 6*d.*	81 miles.	No rate.	4*s.* 0*d.*	Yes.	Included in the 4*s.*		No.	None.
Boots and shoes (*including goloshes*) *in hampers.*	Do.		Do.	88 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Bottles, *white glass*	Do.		47*s.* 6*d.*	115 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Bradford stuff goods	Same as barèges.										
Candles, *wax*	With other companies.		67*s.* 6*d.*	220 miles.	No rate.	4*s.* 0*d.*	Yes.	Included in the 4*s.*		No.	None.
Drapery	Do.		37*s.* 6*d.*	81 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Fenders, *at company's risk*	Do.		47*s.* 6*d.*	102 miles.	Do.	Do.	Do.	Do.		Do.	Do.
Flower roots, *bulbous*	Same as wax candles										
Garden plants, *in baskets, mats, or pots.*											
Garden seeds											
Gilt mouldings, *in cases*											
Ginger, *preserved*											
Glass, *crown and window* [station to station.]	With other companies.		27*s.* 6*d.*	57 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Goods, *light, not specified* [station to station.]	Do.		Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Hay, *station to station, at company's risk; minimum, 30 cwts. per waggon.*	Do.		20*s.* 0*d.*	41 miles.	Do.	Do.	Do.	Do.	Do.	Do.	Do.
Ink, *in jars or bottles* [station to station.]	Same as goods, light, not specified.										
Isinglass [station to station.]	Do.										
Luggage, *trunks, &c.* [station to station.]	With other companies. Same as goods, light, not specified.										
Nutmegs [station to station.]	Same as goods, light, not specified.										
Oils, *in cans, jars, and boxes (except castor oil.)*											
Patterns (*travellers'*)											
Picture frames											
Pipes, *smoking*											
Plated goods											
Turpentine, *in cans, jars, and boxes.*											
Type, *new*											
Wines and spirits, *in hampers.*	Same as wax candles										
Wines and spirits, *in jars or bottles containing 2 gallons or less.*											
Woollen and worsted goods, not elsewhere specified.	Same as drapery.										

Vale of Clwyd Railway.—Inquiry No. 3.—*continued.*

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stationsand Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification, Appendix CP., none of them being carried, except the following.—											
Bonnet fronts, *at company's risk.*	With other companies.		90*s.* 0*d.*	220 miles.	No rate.	4*s.* 0*d.*	Yes.	Included in the 4*s.*0*d.*		No.	None.
Bonnet shapes - -											
Bonnets - - -											
Chairs, *new, Windsor, and common* [station to station].			40*s.* 0*d.*	57 miles.		1*s.* 6*d.*		1*s.* 8*d.*	No.		
Cigars - - - -	Same as bonnets.										
Crape - - - -	With other companies.		55*s.* 0*d.*	87 miles.		4*s.* 0*d.*		Included in the 4*s.*0*d.*			
Crinolines - - - -											
Furniture, *packed in cases and frames.*			60*s.* 0*d.*	116 miles.		Do.		Do.			
Furniture, *in mats or loose, at owners' risk.*											
Game - - - -	Same as chairs.										
Hats, *of all kinds* - -	Same as crape.										
Lace - - - -											
Millinery - - -											
Musical instruments -	With other companies.		90*s.* 0*d.*	220 miles.		4*s.* 0*d.*		Included in the 4*s.*0*d.*			
Perambulators, *in cases, crates, and boxes.*	Same as chairs.										
Perfumery - - -	Same as musical instruments.										
Pianos, *packed* - -											
Pictures - - -											
Sponge, Turkey, *in cases* -	Same as chairs.										
Wines and spirits, *in jars or bottles above 2 and under 4 gallons.*											

6. State in the following Table the charges for the conveyance of the various articles named between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stationsand Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles [station to station].	With other companies.		16*s.* 8*d.*	50 miles.	No rate.	1*s.* 6*d.*	Yes.	1*s.* 8*d.*	No.	No.	None.
Furniture, *in mats or loose.*			60*s.* 0*d.*, and 20 per cent. addition.	116 miles.		4*s.* 0*d.*		Included in the 4*s.*0*d.*			
Furniture, *in vans, carts, or frames* [station to station.]			60*s.* 0*d.*	Do.		Do.		Do.			
Lucifer matches, and other inflammable articles [station to station].			19*s.* 2*d.*	57 miles.		1*s.* 6*d.*		1*s.* 8*d.*	No.		
Returned empty packages station to station].			5*s.* 0*d.*	50 miles.		Do.		Do.	No.		
Small parcels - -	6*d.*	No rate.									

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — One clear day.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — No fixed period.

9. What charge for warehousing is made after the period has expired? — As per agreement.

10. What charge do you make for demurrage of waggons? — Three shillings per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

Vale of Clwyd Railway.—Inquiry No. 3.—*continued.*

12. Are junctions considered as stations for the traffic of articles in this return?	The one junction of this company is so considered.
13. If not, state the exceptions, and give an instance of each class of exception.	
14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	All traffic with other lines carried at through rates.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,	None.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	None.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Where we have two routes the traffic is sent as consigned, the shortest route ruling the rates.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

GENERAL REMARKS.

The length of this line is only 10 miles, and the articles produced in the district (agricultural) are very few, the traffic being almost entirely imports. These again are all carried at through rates, and the returns of other companies, the London and North Western, for instance, whose rates this company adopt generally, will give all the required information. We have, nevertheless, given the rates and charges of the articles we are constantly carrying in connection with other companies.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

19 & 20 Vict. c. 45 (1856); 25 & 26 Vict. c. 93 (1862).

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to lines included in your former returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
Average fares charged per mile							2·15	3·18*	1·65	2·58*	1·1	1·56*	·94	Nil.
Highest - - -	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Uniform rates.							
Lowest - - -														
Maximum fares allowed by Act of Parliament.							3	—	2	—	1	—	—	—

* The return fares per mile in this Table were given by the company on the mileage of the double journey; they have been altered to the single journey mileage to make them conform to those of the majority of the returns.

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Uniform rates.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

Return tickets, third class:

Issued from Rhyl, „ Rhuddlan, „ St. Asaph, „ Trefnant to Denbigh, at 1½ single fare.

Give the average speeds of trains as follows:—

Average speed of express trains including stoppages - - Nil.

„ ordinary passenger trains - - - } 15 to 16 miles per hour.

„ parliamentary - - - - }

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed, including stoppages.

The excursion traffic of this line is 3rd class only; confined to the sea-bathing place of Rhyl in the summer months, with exceptions as under-stated.

Passengers by ordinary early and late trains.—Fare: Denbigh to Rhyl and back, 1*s.*, and other stations in proportion to distance. Excursions to Birkenhead and Liverpool about once a month; fare to Birkenhead, 3*s.*; to Liverpool, 3*s.* 2*d.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

This company adopt the scale of rates laid down by the Clearing House, and have no exceptions.

Vale of Clwyd Railway.—*continued.*

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	s. d.
Horse boxes containing 3 horses, not exceeding £50 each in value	1 6	15 0
Do. 2 do. do.	1 0	10 0
Do. 1 do. do.	0 6	5 0
Two-wheeled carriages	0 7·2	7 0
Four do.		
Dogs	0 1·6	0 6

What is the rate of insurance on horses exceeding the above-mentioned values?

Have no insured horse traffic.

State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Uniform rates.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

Have no traffic locally, and for through traffic this company adopts London and North-western rates.

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each descriptlon, and the distances between the stations.

The rates are uniform, but we have no local traffic.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Single rate for the double journey, supposing the returned unsold.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1850.	1858.
Single passenger fares, 1st class	—	—	2·15*d.*
„ „ 2nd „	—	—	1·65*d.*
„ „ 3rd „	—	—	1·1*d.*
Horses by passenger trains each	—	—	6*d.*
Four-wheeled carriages „	—	—	7·2*d.*
Parcels	—	—	Do.
Oxen per head	—	—	No local traffic.
Sheep „	—	—	Do.
Fish per ton	—	—	No traffic.
Coal „	—	—	1·4*d.*
Bricks „	—	—	2*d.*
Manure „	—	—	No traffic.
Iron ore „	—	—	Do.
Bar iron „	—	—	Do.
Iron castings „	—	—	Do.
Stone „	—	—	2*d.*
Lime „	—	—	1½*d.*
Salt „	—	—	No traffic.
Grain „	—	—	3*d.*
Flour „	—	—	No traffic.
Timber „	—	—	3¼*d.* including pier dues and terminals.
Hay „	—	—	No traffic.
Potatoes „	—	—	3*d.*
Mangold Wurzel „	—	—	No traffic.
Goods generally, of the kind now included by the Clearing House under the 1st class	—	—	Adopt London and North-western Company's rates for all through traffic.
„ „ „ „ 2nd „			
„ „ „ „ 3rd „			
„ „ „ „ 4th „			
„ „ „ „ 5th „			

WEST HARTLEPOOL RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.
West Hartlepool Harbour and Railway ; length, 52¼ miles (including branches).

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation.	(c.) Is it included in the foregoing Charges?	(d) What is the Charge for Loading and Unloading when done by the Company?	(d) Is it in addition to the foregoing Charges?
			Miles.						
Bricks, *common*	10*d.*	The minimum load for all these articles is 3 tons in chaldron waggons, and 4 tons in goods waggons.	6	1½*d.*	No distance over 50 miles.	The charge for terminal accommodation varies according to circumstances.	Yes.	The company do not load or unload this class of traffic.	—
Cannel	None carried		—	—					
Chromate ores	Do.		—	—					
Cinders	10*d.*		6	1½*d.*					
Clay	Do.		6	1½*d.*					
*Coal	—		—	—					
*Coke	—		—	—					
Compost	10*d.*		6	1½*d.*					
Coprolites, *for manure*	Do.		6	Do.					
Culm	Do.		6	1½*d.*					
Draining pipes and tiles (*common, for agricultural draining*).	Do.		6	1½*d.*					
Dross	Do.		6	Do.					
Fire bricks and clay	Do.		6	Do.					
Flagstones	1*s.* 9*d.*		6	1½*d.*					
Granite, *undressed*	None carried		—	—					
Gravel	10*d.*		6	1½*d.*					
Iron ore	8*d.*		8	½*d.* above 12 miles, 1*d.* under.					
Iron, *pig*	1*s.*		6	1½*d.*					
Iron stone	8*d.*		8	½*d.* above 12 miles, 1*d.* under.					
Lime	10*d.*		6	1½*d.*					
Limestone for iron making	8*d.*		8	½*d.*					
Manure, *in bulk*	10*d.*		6	1½*d.*					
Materials for road repairs	Do.		6	Do.					
Peat	Do.		6	Do.					
Potters' earth	None carried		—	—					
Pyrites	Do.		—	—					
Salt, *rock, and unmanufactured*	1*s.* 9*d.*		6	1½*d.*					
Salt, *in bulk*, including manufactured salt, when so carried.	2*s.* 4*d.*		6	2*d.*					
Sand	10*d.*		6	1½*d.*					
Scoriæ	Do.		6	Do.					
Slag	Do.		6	Do.					
Slates, *common*	1*s.* 9*d.*		6	1½*d.*					
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	10*d.*		6	Do.					
Sulphur ore	None carried		—	—					
Tiles	10*d.*		6	1½*d.*					
Turf	Do.		6	Do.					
Zinc ore	None carried		—	—					

* The charge for coal and coke varies according to the purposes it is for, thus, if for domestic use the minimum is 10*d.* per ton, and the charge 1½*d.* per ton per mile. If for manufacturing purposes the minimum is 8*d.* per ton, and the rate from 1*d.* to 1½*d.* per ton per mile. If for iron making the minimum is 8*d.*, and the rate ½*d.* per ton per mile. Sometimes special cases arise, when the company find it necessary to modify these charges.

3. Are the above mileage charges uniformly applied between all stations on your system of railways?

No.

4. If not, state the nature of the exceptions.

Exceptions are continually arising, the company finding it necessary frequently under special circumstances to modify the charges. It is impossible to state any of the exceptions here.

5. Is the traffic of this class conveyed at the owner's risk or otherwise?

Yes.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time?

No.

8. What time is allowed at the stations for loading and unloading this class of traffic?

From 24 to 48 hours, according to circumstances.

9. What charge do you make for demurrage of waggons?

The chaldron waggons 6*d.* each per day, and for goods waggons or 8-ton coal waggons 3*s.* per day,

West Hartlepool Railway.—Inquiry No. 1.—*continued.*

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

There are no owner's waggons used on this company's line except a very few chaldron waggons belonging to the owners of a colliery, for the carriage of coal, and in that instance ½*d.* per ton per mile is allowed.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

15 & 16 Vict. c. 142 [1852]. The powers in this Act are extended to the North-eastern Railway Company by 28 & 29 Vict. c. 368. [1865.]

WHITEHAVEN AND FURNESS JUNCTION RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths.

Whitehaven Junction Railway, length of line 12 miles.
Whitehaven and Furness Junction Railway, length of line 35 miles.

25th Oct. 1866.—The Whitehaven Junction Railway Company is now amalgamated with and forms part of the London and North-western Railway system, and therefore the returns sent by that railway will be applicable to the Whitehaven Junction Railway.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for loading and unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common*	1*s.*	4 tons	4 miles	1½*d.*	Our longest distance is 47 miles.	The terminal is so various that it cannot be particularised.	It is included in the foregoing charges.	Never done by the company.	—
Cannel	None carried.								
Chromate ores	Do.								
Cinders	Do.								
Clay	1*s.*	4 tons	4 miles	1½*d.*					
Coal	6*d.*	3 tons	2 miles	1*d.*					
Coke	6*d.*	3 tons	2 miles	1*d.*					
Compost	None carried.								
Coprolites, *for manure*	1*s.*	4 tons	4 miles	1*d.*					
Culm	None carried.								
Draining pipes and tiles (*com. for agricultural draining*)	1*s.*	4 tons	4 miles	1*d.*					
Dross	None carried.								
Fire bricks and clay	1*s.*	4 tons	4 miles	1*d.*					
Flagstones	1*s.*	4 tons	4 miles	1*d.*					
Granite, *undressed*	None carried.								
Gravel	Do.								
Iron ore	11*d.*	4 tons	4 miles	1*d.*					
Iron, *pig*	8*d.*	4 tons	4 miles						
Iron stone	4*d.*	4 tons	½ mile						
Lime and limestone	8*d.*	4 tons	2 miles						
Manure, *in bulk*	1*s.*	4 tons	4 miles						
Materials for road repairs	None carried.								
Peat	Do.								
Potters' earth	1*s.*	4 tons	4 miles	1*d.*					
Pyrites	1*s.*								
Salt, *rock and unmanufactured*	1*s.*								
Salt, *in bulk*, including manufactured salt, when so carried.	1*s.*								
Sand	None carried.								
Scoriæ	Do.								
Slag									
Slates, *common*									
Stone, *in the rough state, building, pitching, paving, kerb or flags*	1*s.*	4 tons	4 miles	1*d.*					
Sulphur ore									
Tiles									
Turf	None carried.								
Zinc ore	Do.								

Whitehaven and Furness Junction Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
4. If not, state the nature of the exceptions.	
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At owner's risk.
6. If not, state in what respects you depart from this condition.	
7. Do you undertake to deliver this class of traffic within a specified time?	No.
8. What time is allowed at the stations for loading and unloading this class of traffic?	One day for loading and two for unloading.
9. What charge do you make for demurrage of waggons?	3*s.* per day per waggon.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*)			(*b.*)		(*c.*)	
	What is the Minimum Charge per Ton for each Article for the shortest Distance?	What is the Minimum Load of each Article below which you refuse to take it at these Rates?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
For the whole of the Articles included in Table (A.) the following only:—							
Iron ore	8*d.*	4 tons	4 miles	1*d.*	—	Various.	Yes.

10*d.* Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways?	No.
12. If not, state the nature of the exceptions.	
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?	Owner's risk.
14. Do you undertake to convey this class of traffic within a specified time?	No.
15. And to return the empty waggons within a specified time? And if so, in what time?	No.
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions.	Yes.
18. Are junctions considered as stations for this class of traffic?	Yes.
19. If not, state the exceptions.	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	Invoice locally, and take traffic on by first trains.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.

Whitehaven and Furness Junction Railway.—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the SPECIAL CLASS of the Clearing House Classification, Appendix C.P.	1*s.* per ton.	One ton.	Three miles.	Generally 2*d.* per ton.	We have no distances beyond. Our line is only 35 miles long.	The terminal is so various that it cannot be particularized.	Yes.	Never done by the company.	—	No deduction made.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — Sometimes at owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 24 hours.

9. What charge for warehousing is made after the period has expired? — Various, according to class of goods.

10. What charge do you make for demurrage of waggons? — 3*s.* per diem.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We make through charges.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Invoice locally, and take the traffic on by first train.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Sent by shortest route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

Whitehaven and Furness Junction Railway.—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First, Second, Third, Fourth, and Fifth Classes of the Clearing House Classification, Appendix CP., and for those specified in the London and North-western railway return, table 6, p. 6.	6*d.*	We have no scale according to distance.	2*s.* 6*d.* to 5*s.* 10*d.* per ton.	4 miles.	Generally from 2*d.* to 3*d.*	Various.	No.	Various, according to class of goods and distance.	No.	—	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 24 hours.

9. What charge for warehousing is made after the period has expired? — Various, according to class of goods.

10. What charge do you make for demurrage of waggons? — 3*s.* per diem.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Invoice locally and take traffic on by first train.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Sent by the shortest route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

Whitehaven and Furness Junction Railway—*continued.*

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Act 8 & 9 Vict. c. 100 [1845.]
„ 9 & 10 Vict. c. 320 [1846.]
Act 11 & 12 Vict. c. 128 [1848.]
„ 16 & 17 Vict. c. 171 [1853.]
28 & 29 Vict. [c. 143] 1865.

WHITEHAVEN JUNCTION RAILWAY.

INQUIRY No. 2.*—Questions in regard to Railway Charges.

25th October 1866.

The Whitehaven Junction Railway Company is now amalgamated with and forms part of the London and North-western Railway system; and therefore, the returns sent by that railway will be applicable to the Whitehaven Junction Railway.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles.	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the Articles included in the Special Class of the Clearing House Classification, Appendix CP.	1*s.* per ton.	1 ton.	3 miles.	Generally 2*d.* per ton.	We have no distances beyond. Our line is only 12 miles long.	The terminal is so various that it cannot be particularized.	Yes.	Never done by the company.	—	No deduction made.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — Sometimes, at owner's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 24 hours.

9. What charge for warehousing is made after the period has expired? — Various; according to class of goods.

10. What charge do you make for demurrage of waggons? — 3*s.* per diem.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We make through charges.

* For Inquiry No. 1 *see* Whitehaven and Furness Junction Railway, p. 488.

Whitehaven Junction Railway.—Inquiry No. 2.—*continued.*

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Invoice locally and take the traffic on by first train.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts. If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Sent by shortest route.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

	(*a.*)		(*b.*)		(*c.*)	(*d.*)		(*e.*)		(*f.*)	(*g.*)
Name of Article.	What is the minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First, Second, Third, Fourth, Fifth, and Sixth Classes of the Clearing House Classification, Appendix CP.	6*d.*	We have no scale according to distance.	2*s.* 6*d.* to 5*s.* 10*d.* per ton.	4 miles.	Generally from 2*d.* to 3*d.*	Various.	No.	Various, according to class of goods and distance.	No.	—	No.

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — 24 hours.

9. What charge for warehousing is made after the period has expired? — Various, according to class of goods.

10. What charge do you make for demurrage of waggons? — 3*s.* per diem

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — Yes.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of class of exception.

14. What arrangements are made for the interchange of traffic with other companies when through charges are not given? — Invoice locally, and take traffic on by first train.

Whitehaven Junction Railway.—Inquiry No 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connection with your system of railways? If not, state the exceptions and give an instance of each class of exceptions.	Sent by the shortest route.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force under which you are authorized to levy tolls and rates on the lines included in your former return.

Act 7 & 8 Vict. c. 64 [1844].
11 & 12 Vict. c. 80 [1848.
11 & 12 Vict. c. 91 [1848.
17 Vict. c. 24 [1854].
21 & 22 Vict. c. 127 [1858].
28 & 29 Vict. c. [143] 1865.

WHITEHAVEN, CLEATOR, AND EGREMONT RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. } Whitehaven, Cleator, and Egremont, 10 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take if at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel	6*d.*	1 ton.	Any distance up to 2 miles.	3*d.*	Length of line only 10 miles.	None.	—	Not undertaken by the company.	—
Iron ore	5·4*d.*			2·7*d.*					
Iron, *pig*	6*d.*			3*d.*					
Iron stone	6*d.*			3*d.*					
Lime and limestone	4*d.*			2*d.*					
Manure, *in bulk*	4*d.*			2*d.*					
Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common*	6*d.*			3*d.*					
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	4*d.*			2*d.*					
Sulphur ore Tiles Turf Zinc ore	6*d.*								

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways?	Yes.
4. If not, state the nature of the exceptions.	
5. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At owner's risk.
6. If not, state in what respects you depart from this condition.	
7. Do you undertake to deliver this class of traffic within a specified time?	No.
8. What time is allowed at the stations for loading and unloading this class of traffic?	Two clear working days.
9. What charge do you make for demurrage of waggons?	3*s.* per day if detained beyond two clear working days.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*common, for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel	5*d.*	1 ton.	Any distance up to 2 miles.	2½*d.*	Length of line only 10 miles.	None.	—
Iron ore	4·4*d.*			2·2*d.*			
Iron, *pig*	5*d.*			2½*d.*			
Iron stone	5*d.*			2½*d.*			
Lime and limestone	3*d.*			1½*d.*			
Manure, *in bulk*	3*d.*			1½*d.*			
Materials for road repairs Peat Potters' earth Pyrites Salt, *rock, and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common*	5*d.*			2½*d.*			
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	3*d.*			1½*d.*			
Sulphur ore Tiles Turf Zinc ore	5*d.*			2½*d.*			

10*d.* Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways?	Yes.
12. If not, state the nature of the exceptions?	
13. Is the traffic of this class conveyed at the owner's risk, or otherwise?	At owner's risk.
14. Do you undertake to convey this class of traffic, within a specified time?	No.
15. And to return the empty waggons within a specified time?	No.
And if so, in what time?	
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	We don't undertake to return them within a specified time.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Nil.
18. Are junctions considered as stations for this class of traffic?	
19. If not, state the exceptions.	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 1.—*continued.*

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?
22. Have you any special contracts independent of the foregoing scale of charges or conditions?

Nil.

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table, the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?	(*d.*) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
For the whole of the articles included in the Special Class of the Clearing House Classification, Appendix C[F].	One shilling.	One ton.	Three miles.	Fourpence.	Length of line only 10 miles.	Fourpence.	No.	The loading and unloading not effected by the Company.		None.

2. Are the above mileage charges uniformly applied between all stations on your system of railways?
3. If not, state the nature of the exceptions, and give an instance of each class of exceptions?

Yes.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise?
5. If not, state in what respects you depart from this condition?

Yes.

6. Do you undertake to deliver the traffic of articles in this return within a specified time?

No.

7. What time is allowed at the stations for loading and unloading this class of traffic?

Two days.

8. For what period do you keep any of the articles in this return in your warehouses free of charge?
9. What charge for warehousing is made after the period has expired?

This class of goods not warehoused.

10. What charge do you make for demurrage of waggons?

Three shillings per day per waggon.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions?

We have no through booking.

12. Are junctions considered as stations for the traffic of articles in this return?

Yes.

13. If not, state the exceptions, and give an instance of each class of exception.
14. What arrangements are made for the interchange of traffic with other companies when through charges are not given?

Working agreement with the Whitehaven and Furness Junction Company, the only adjoining line.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—

No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise?

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 1.—*continued.*

16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

	(a.)		(b.)		(c.)	(d.)		(e.)		(f.)	(g.)
Name of Article.	What is the minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the First Class of the Clearing House Classification, Appendix CP.	Fourpence.	4*d.* up to 4 miles; 6*d.* up to 7 miles; 8*d.* up to 10 miles, the total length of line.	One shilling and eightpence.	Three miles.	Fourpence.	Eightpence.	No.	Collection and delivery not effected by the company, except at Egremont station.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

	(a.)		(b.)		(c.)	(d.)		(e.)		(f.)	(g.)
Name of Article.	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification, Appendix CP.	4*d.*	4*d.* up to 4 miles; 6*d.* up to 7 miles; 8*d.* up to 10 miles, the total length of line.	2*s.*	3 miles.	4½*d.*	1*s.*	No.	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification, Appendix CP.	4*d.*	4*d.* up to 4 miles; 6*d.* up to 7 miles; 8*d.* up to 10 miles, being the total length of line.	2*s.* 6*d.*	3 miles.	5*d.*	1*s.*	No.	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification, Appendix CP.	4*d.*	4*d.* up to 4 miles; 6*d.* up to 7 miles; 8*d.* up to 10 miles, being the total length of line.	2*s.* 8*d.*	3 miles.	5*d.*	1*s.* 2*d.*	No.	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What it the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carrid upon Toll, and, if so, at what Rate?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification, Appendix CP.	4*d.*	4*d.* up to 4 miles; 6*d.* up to 7 miles; 8*d.* up to 10 miles, being the total length of line.	2*s.* 10*d.*	3 miles.	5½*d.*	1*s.* 2*d.*	No.	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery repectively.	None.

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(*a.*) What is the Minimum Charge for Articles under 112 lbs. Weight?	(*a.*) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(*b.*) What is the Minimum Charge per Ton?	(*b.*) What is the Distance to which this Charge is applicable?	(*c.*) What is the Charge per Ton per Mile when this Distance is exceeded?	(*d.*) What is the Charge per Ton for Porterage and Station Accommodation?	(*d.*) Are these Charges included in the Mileage Rates?	(*e.*) What is the Charge per Ton for Collection and Delivery?	(*e.*) Are these Charges included in the Mileage Rates?	(*f.*) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(*g.*) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	In quantities of not less than 2 tons and at owner's risk, 10*s.* per ton for any distance.										
Basket carriage bodies and Bath chairs, *at company's risk.*	2*d.*	4*d.* up to 4 miles, 6*d.* up to 7 miles, 8*d.* up to 10 miles, being the total length of line.	2*s.* 10*d.*	3 miles	5½*d.*	1*s.* 2*d.*	No	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.
Caravans, *showmen's and others.*	6*d.* per mile the 1st ton, and at the rate of 2*d.* per ton per mile in addition for the weight above a ton, with a minimum charge as for 20 miles; weights under a ton charged as a ton.										
Carriage bodies, *finished, in cases.*	2*d.*	4*d.* up to 4 miles, 6*d.* up to 7 miles, 8*d.* up to 10 miles, being total length of line.	2*s.* 8*d.*	3 miles	5*d.*	1*s.* 2*d.*	No	Collection and delivery not effected by the company, except at Egremont.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	None.
Railway carriages, on their own wheels.	6*d.* per carriage per mile. Minimum charge 20*s.*										
Boilers of unusual dimensions.	By special agreement.										
Contractors' waggons and materials (*excepting rails and chairs*).	3*d.* per ton per mile. No less charge than 5*s.* per ton.										
Furniture, *in mats or loose.*	—	—	2*s.* 8*d.*	3 miles	5*d.*	1*s.* 2*d.*	No.	Collection and delivery not effected by the company, except at Egrement.		At Egremont 1*s.* per ton is charged for collection and delivery respectively.	—
	20 per cent. extra unless the owners undertake in writing or by special consignment note to relieve the company from any damage.										
Furniture, *in vans, carts, or frames.*	—	—	2*s.* 8*d.*	3 miles	5*d.*	1*s.* 2*d.*	No	Do.		Do.	—
Forgings or castings, above 6 tons.	By special agreement.										
Gunpowder [station to station].	—	—	2*s.* 10*d.* Minimum weight one ton.	3 miles	5½*d.*	1*s.* 2*d.*	No	—		—	None.
Lucifer matches and other inflammable articles.	One ton and upwards, 6*d.* per ton per mile; below one ton, ½*d.* per cwt. per mile, but the charge for a quantity below 1 ton not to exceed the charge for one ton. Minimum weight 3 cwt.; Minimum charge 5*s.*										
Locomotive engines and tenders on their own wheels.	2*d.* per ton per mile. No less charge than 5*s.* per ton.										
Petroleum and photogenic oil [station to station].	In casks or iron drums.		2*s.*	3 miles	4½*d.*	1*s.*	No	—		—	None.
	Cans, jars, and boxes.		2*s.* 8*d.* Minimum weight one ton.	Do.	5*d.*	1*s.* 2*d.*	No	—		—	—
Railway waggons	3*d.* per waggon per mile. No less charge than 5*s.* per waggon.										
Statuary	By special agreement.										
Returned empty packages.	3*d.* per cwt. for any distance, and no less charge than 3*d.*										
Small parcels.	For distances up to 4 miles under 28 lbs., 2*d.*; 56 lbs., 3*d.*; 112 lbs., 4*d.*; 2 cwt., 6*d.*; 3 cwt., 8*d.*; 4 cwt., 10*d.* From 4 miles up to 10 do. „ „ 4*d.*; „ 6*d.*; „ 8*d.*; „ 10*d.*; „ 1*s.*; „ 1*s.* 2*d.*										

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — Yes.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — Two days.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — Two days.

9. What charge for warehousing is made after the period has expired? — 1*s.* per ton per day.

10. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We have no through booking.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — Working agreement with the Whitehaven and Furness Company, the only adjoining line.

Whitehaven, Cleator, and Egremont Railway.—Inquiry No. 3.—*continued.*

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
16. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.
17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions.	Yes.
18. Do the mileage rates apply to the shortest railway route? It not, state to what distance they apply.	Yes.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

Whitehaven, Cleator, and Egremont Railway Act,		1854.	17 Vict. c. 64.
Do.	do.	1857.	20 Vict. c. 3.
Do.	do.	1861.	24 & 25 Vict. c. 62.
Do.	do.	1863.	26 & 27 Vict. c. 64.
Do.	do.	1865.	28 & 29 Vict. c. 86.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
Average fares charged per mile.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	2*d.*	3*d.*	2nd class tickets not issued.		1*d.*	Nil.	No Parliamentary trains run. We pay Government duty on the whole of our passenger receipts.	
Highest „ „	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Do.	Do.	Do.		Do.	Nil.		
Lowest „ „	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Do.	Do.	Do.		Do.	Nil.		
Maximum fares allowed by Act of Parliament.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	3*d.*	—	2*d.*	—	1*d.*	Nil.		

[The return fares per mile in this Table were given by the company on the mileage of the double journey; they have been altered to the single-journey mileage to make them conform to those of the majority of the returns].

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

A uniform rate for first and third class is charged between all stations without exception.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

A uniform rate is charged between all stations without exception.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

No market tickets issued.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - No expresses run.
„ ordinary passenger trains, „ - Twelve miles per hour.
„ parliamentary „ „ - Parliamentary trains not run; we pay Government duty on the whole of our passenger receipts.

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run, the fares charged per mile for each class, the number of passengers of each class generally carried in each train, and the average speed, including stoppages.

We seldom have any excursion trains, not more than three or four in a season, which are chiefly between Whitehaven and Egremont. The fares charged on 1st class, 1*d.*, 3rd class, ½*d.* per mile. The number of passengers conveyed by each train will average about 300, namely, 1st class, 50, and 3rd class, 250.

Whitehaven, Cleator, and Egremont Railway.—*continued.*

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, the general rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance. Also add particulars of any important exceptions made to these general rates.

Rates for parcels by passenger trains to and from all stations are, 28 lbs., 6*d.*; 56 lbs., 9*d.*; 112 lbs., 1*s.* 0*d.*

Rates for parcels by goods trains to and from all stations are 28 lbs., 3*d.*; 56 lbs., 4*d.*; 112 lbs., 6*d.*; 2 cwt., 8*d.*; 3 cwt., 10*d.*; 4 cwt., 1*s.* 0*d.*; 5 cwt., 1*s.* 3*d.*

No exceptions.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. *d.*	
Horse boxes containing 3 horses, not exceeding each in value	7 0	for any distance.
" " 2 " " " " " -	5 3	"
" " 1 " " " " " -	2 9	"
Two-wheeled carriages - - - - - -	3 6	"
Four-wheeled " - - - - - -	5 0	"
Dogs - - - - - - - -	0 6	"

What is the rate of insurance on horses exceeding the above-mentioned values?

The company is not answerable for damage done to any horse conveyed by this railway.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
Fat cattle - -	Our rates for this description of traffic are uniform between all stations, viz., 5*s.* per waggon and 3*s.* per half waggon. The following are considered half a waggon load, viz., 3 head of fat cattle, 5 do. lean, 15 sheep, 9 bacon pigs, 12 pork pigs, or under.											
Lean cattle -												
Sheep - -												
Lambs - -												
Bacon pigs -												
Pork pigs -												
Horses in cattle trucks -	Horses in cattle waggons the same as by passenger train. See Inquiry No. 9.											

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

The rates are uniform between all stations without exception.

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

The rates are uniform between all stations without exception.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

None.

Whitehaven, Cleator, and Egremont Railway.—*continued.*

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

—	1840.	1856.	1864.
		s. d.	*s. d.*
Single passenger fares, 1st class - - per mile	—	0 2	0 2
„ „ 2nd class - - „	—	Nil.	Nil.
„ „ 3rd class - - „	—	0 1	0 1
Horses by passenger trains - - - - each	—	2*s.* 9*d.* for any distance.	2*s.* 9*d.* for any distance.
Four-wheeled carriages - - - - „	—	5*s.* 0*d.* „	5*s.* 0*d.* „
Parcels - - - - - - -	—	9*d.* „	9*d.* „
Oxen - - - - - - per head	—	3*s.* 0*d.* „	3*s.* 0*d.* „
Sheep - - - - - - „	—	0 2½	0 2½
Fish - - - - - - - per ton	—	0 7¼	0 7¼
Coal - - - - - - - „	—	0 3	0 3
Bricks - - - - - - - „	—	0 3	0 3
Manure - - - - - - - „	—	0 3	0 3
Iron ore - - - - - - - „	—	0 3	0 3
Bar iron - - - - - - - „	—	0 4¼	0 4¼
Iron castings - - - - - - - „	—	0 4½	0 4½
Stone - - - - - - - - „	—	0 3	0 3
Lime - - - - - - - - „	—	0 3	0 3
Salt - - - - - - - - „	—	0 4¼	0 4¼
Grain - - - - - - - - „	—	0 4¼	0 4¼
Flour - - - - - - - - „	—	0 4¼	0 4¼
Timber - - - - - - - - „	—	0 4½	0 4½
Hay - - - - - - - - „	—	0 4¾	0 4¾
Potatoes - - - - - - - - „	—	0 4½	0 4½
Mangold wurzel - - - - - - - „	—	0 4½	0 4½
Goods generally, of the kind now included by the Clearing House - - under the 1st class	—	0 4½	0 4½
„ 2nd „	—	0 4⅝	0 4⅝
„ 3rd „	—	0 5¼	0 5¼
„ 4th „	—	0 8¼	0 8¼
„ 5th „	—	0 9	0 9

FORTH AND CLYDE JUNCTION RAILWAY.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

—	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.				*d.*	*d.*	*d.*	
Average fares charged per mile - -	No Express Trains.						2	3	None.		1½	2	1	None.
Highest - - -							—	—	—	—	—	—	—	—
Lowest - - -							—	—	—	—	—	—	—	—
Maximum fares allowed by Act of Parliament.							3	—	2	—	1½	—	1	—

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Nil.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

Nil.

Forth and Clyde Junction Railway.—Inquiry No. 5.—*continued.*

Are market tickets issued; if so, between what places, and at what proportion of the single fares?
Parliamentary only.

Give the average speeds of trains as follows:

Average speed of express trains, including stoppages - - -	No express trains.
„ „ ordinary passenger trains „ - - -	20 miles per hour.
„ „ parliamentary „ „ - - -	12 „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains; the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train; and the average speed including stoppages.
Saturday excursions run by ordinary trains. Fares charged ½*d.* per mile first class and ¼*d.* per mile third class. Between Stirling and Jamestown; speed 20 miles an hour.

INQUIRY No. 6.—As to Rates for Parcels.

Give in reference to the lines included in your former returns, the general rates charged for parcel traffic both by passenger and goods trains, according to weight and distance.
Also add particulars of any important exceptions made to these general rates.

Distance.	Under 2 lbs.	Under 7 lbs.	Under 14 lbs.	Under 21 lbs.	Under 28 lbs.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 10 miles -	0 3	0 3	0 3	0 4	0 4
„ 20 „ -	0 3	0 3	0 4	0 6	0 7
„ 30 „ -	0 3	0 4	0 6	0 8	0 9
„ 40 „ -	0 3	0 4	0 6	0 8	0 9
„ 50 „ -	0 3	0 4	0 6	0 8	0 10
„ 70 „ -	0 3	0 6	0 8	0 10	1 0
„ 90 „ -	0 4	0 6	0 8	0 10	1 0
„ 100 „ -	0 6	0 6	0 9	1 0	1 0

Parcels above 28 lbs. for distances under 20 miles to be charged at the rate of ¼*d.* per lb.
„ „ „ above „ „ „ ½*d.* „
Parcels with newspapers and periodicals made up open at both ends, are charged at one-half the above rates.

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	s. d.	
Horse boxes containing 3 horses, not exceeding £ each in value -	0 10	—
„ „ 2 „ „ „ „ -	0 7	—
„ „ 1 „ „ „ „ -	0 4	—
Two-wheeled carriages - - - - - -	0 4	—
Four-wheeled do. - - - - - -	0 6	—
Dogs - - - - - - -	0 0½	—

What is the rate of insurance on horses exceeding the above-mentioned values?
No insurance.
State whether the rates charged for this kind of traffic are uniform, or if they are lower for the longer distances. If the latter, give the scale of distances and charges.
The rates are uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged, on the lines included in your former return, for live stock carried by Goods Trains.

	Whole Trucks.				Half Trucks.				Sheep in Cattle Trucks.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
		s. d.	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*		*s. d.*	*s. d.*	*s. d.*
Cattle - - -	—	0 10	0 4	5 0	—	0 6	0 2	3 0	—	0 10	0 4	5 0
Sheep - - -												
Lambs - - -												
Pigs - - -												

Horses in cattle trucks 2*d.* per horse per mile, but no less charge will be made than for four horses.

Forth and Clyde Junction Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Stirling and Gargunnock, 6 miles, cattle and sheep alike, per truck 5*s.*, per half truck, 3*s.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Stirling and Balloch, 30 miles; cattle and sheep alike, per truck 10*s.* 6*d.*, per half truck 5*s.* 3*d.*

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

1. To the shows; full rates.
2. From the shows, if unsold, free back to the station from whence they were sent, at owner's risk, on production of a certificate from the secretary of the show, that they really are unsold.
3. If sold, full rates.

INQUIRY No. 9.—As to Charges at different Periods.

Give, for the lines included in your former return, the information in the annexed Table, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850, give the rates at the time of opening, and substitute this date at the top of the column.

	1840.	1856.	1865.
		d.	*d.*
Single passenger fares, first class	—	2	2
„ „ third class	—	1½	1½
„ „ third class, parliamentary	—	1	1
Horses by passenger trains — each	—	4	4
Four-wheeled carriages — „	—	6	6
Parcels — for 10 miles	—	1½ per lb.	1½ per lb.
Oxen — per head	—	½	½
Sheep — „	—	¼	¼
Fish — third class, per ton	—	2½	2½
Coal — „	—	2	2
Bricks — „	—	2	2
Manure — „	—	2	2
Iron ore — „	—	2	2
Bar iron — „	—	1¾	1¾
Iron castings — „	—	1¾ ⅜ths	1¾ ⅜ths
Stone — „	—	2	2
Lime — „	—	2	1½
Salt — „	—	2	2
Grain — „	—	1¾	1¾
Flour — „	—	1¾	1¾
Timber — „	—	{ Steelyard weight 2*d.* Measurement 3*d.*	2*d.* 3*d.*
Hay — „	—	2	2
Potatoes — „	—	1¾	1¾
Mangold wurzel — „	—	1¾	1¾
Goods generally, of the kind now included by the Clearing House under the 1st class	—	1¾ ⅜ths	1¾ ⅜ths
„ „ „ 2nd „	—	2	2
„ „ „ 3rd „	—	2½ $\frac{6}{15}$ths	2½ $\frac{6}{15}$th
„ „ „ 4th „	—	3 $\frac{6}{15}$ths	3 $\frac{6}{15}$ths
„ „ „ 5th „	—	3½ $\frac{6}{15}$ths	3½ $\frac{6}{15}$ths

HIGHLAND RAILWAY.

INQUIRY No. 4.—As to Acts of Parliament authorising Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

The Highland Railway Act, 1865, 28 & 29 Vict. cap. 168.

INQUIRY No. 5.—As to Passenger Fares.

Give the following information in reference to the lines included in your former returns:—

	Express Fares.						Ordinary Fares.							
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.		Parliamentary.	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
							d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	
Average fares charged per mile.	No Express Fares.		—		—		2	3	$1\frac{1}{2}$	$2\frac{1}{4}$	$1\frac{1}{3}$	2	1	No fares.
Highest							2	3	$1\frac{1}{2}$	$2\frac{1}{4}$	$1\frac{1}{3}$	2	1	
Lowest							2	3	$1\frac{1}{2}$	$2\frac{1}{4}$	$1\frac{1}{3}$	2	1	
Maximum fares allowed by Act of Parliament.							3	—	2	—	$1\frac{1}{3}$	—	1	

Places between which the highest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The rates are the same on all parts of the line.

Places between which the lowest rate of passenger fare is charged, giving the fares for each class, and the distances between the stations.

The rates are the same on all parts of the line.

Are market tickets issued; if so, between what places, and at what proportion of the single fares?

No market tickets issued.

Give the average speeds of trains as follows:—

Average speed of express trains, including stoppages - - - - $27\frac{1}{2}$ miles per hour.
„ ordinary passenger trains - - - - - 21 „
„ parliamentary - - - - - - $18\frac{3}{4}$ „

Give some general information as to the nature and extent of your special excursion traffic, stating the frequency of the excursion trains, the places between which they run; the fares charged per mile for each class; the number of passengers of each class generally carried in each train: and the average speed, including stoppages.

Most of the excursion traffic proceeds from the holidays of the various towns and districts through which the line runs, and is all, except on very rare occasions, carried by the ordinary trains.

The excursion fares, are,—

First Class.		Third Class.
$1\frac{1}{2}d.$	- - -	1*d.* per mile to 70 miles.
$1\frac{1}{4}d.$	- - -	$\frac{3}{4}d.$ „ above 70 miles.

INQUIRY No. 6.—As to Rates for Parcels.

Give, in reference to the lines included in your former returns, thegeneral rates charged for parcel traffic, both by passenger and goods trains, according to weight and distance.

Also add particulars of any important exceptions made to these general rates.

By Passenger Trains.

	1 to 10 Miles.	10 to 20 Miles.	20 to 30 Miles.	30 to 50 Miles.	50 to 100 Miles.	100 to 150 Miles.	150 to 200 Miles.	200 to 250 Miles.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Not exceeding 3 lbs. each - - -	0 3	0 4	0 6	0 6	0 8	1 0	—	—
„ 3 lbs. to 14 lbs. - -	0 4	0 6	0 6	0 9	1 0	1 6	—	—
„ 14 lbs. to 20 lbs. - -	0 4	0 6	0 8	1 0	1 5	2 0	—	—
„ 20 lbs. to 28 lbs. - -	0 6	0 8	0 10	1 4	1 11	2 8	—	—
„ 28 lbs. to 42 lbs. - -	0 8	0 10	1 1	1 11	2 9	3 10	—	—
„ 42 lbs. to 56 lbs. - -	0 10	1 1	1 5	2 6	3 8	5 0	—	—
„ 56 lbs. to 84 lbs. - -	1 1	1 5	2 0	3 8	5 5	7 4	—	—
„ 84 lbs. to 112 lbs. - -	1 5	2 0	2 7	4 10	7 2	9 8	—	—
Not exceeding 3 lbs. each - - -	—	—	—	—	—	—	1 3	1 6
Above 3 and not exceeding 14 lbs. -	—	—	—	—	—	—	1 9	2 0
Every additional lb. above 14 lb. - -	—	—	—	—	—	—	0 $1\frac{1}{4}$	0 $1\frac{1}{2}$
Passengers' excess luggage, per lb. -	—	—	—	—	—	—	0 $1\frac{1}{4}$	0 $1\frac{1}{2}$

Highland Railway.—Inquiry No. 6.—*continued.*

Ordinary passengers' excess luggage to be charged at above rates, and commercial travellers' excess luggage half these rates.

Commercial travellers are to have the privilege of booking their luggage from any station to any other station at which the day's journey may end; and during the day to stop at intermediate stations by any train, always producing the excess luggage ticket. No charge to be made unless the excess amount to 6*d.* Commercial travellers' vans to be charged 6*d* per mile up to 30 cwt. and 9*d.* per mile above, limiting the weight to 50 cwt. with a minimum charge of 7*s.* 6*d.*

Commercial travellers' and ordinary passengers' luggage in bulk, and all heavy luggage conveyed on carriage trucks by passenger trains to be charged 6*d.* per mile for the first 30 cwt., and 3*d.* per ton per mile additional; minimum charge, 7*s.* 6*d.*

For all distances above 350 miles the charge to be 6*d.* per truck per mile, the weight not to exceed 50 cwt.

Sample parcels not exceeding 3 lbs., any distance under 100 miles, 4*d.*, above 100 miles, 6*d.*

By Goods Trains.

	1 to 60 Miles.	60 to 150 Miles.	150 to 240 Miles.
	s. *d.*	*s.* *d.*	*s.* *d.*
Under 28 lbs.	0 6	0 10	1 4
„ 56 lbs.	0 8	1 0	1 10
„ 112 lbs.	1 0	1 3	2 6

INQUIRY No. 7.—As to Charges for Horses, Carriages, and Dogs by Passenger Trains.

Insert in the following Table the rates charged for horses, carriages, and dogs, carried by passenger trains, on the lines included in your former returns.

	Charge per Mile.	Minimum Gross Charge.
	d.	*s.*
Horse boxes, containing 3 horses, not exceeding 50*l.* each in value	9	9
„ 2 „ „	7	7
„ 1 „ „	4	5
Two-wheeled carriages	5	5
Four „ „	7	7
Dogs	¼	3*d.*

What is the rate of insurance on horses exceeding the above-mentioned values?

5 per cent.

State whether the rates charged for this kind of traffic are uniform, and if they are lower for the longer distances. If the latter, give the scale of distances and charges.

Uniform.

INQUIRY No. 8.—As to Charges for Live Stock by Goods Trains.

Insert in the following Table the rates charged on the lines included in your former return for live stock carried by goods trains.

	Whole Trucks.				Half Trucks.				Double Sheep Vans.			
	No. of Animals.	Maximum Rate per Truck per Mile.	Minimum Rate per Truck per Mile.	Minimum Charge per Truck.	No. of Animals.	Maximum Rate per Half Truck per Mile.	Minimum Rate per Half Truck per Mile.	Minimum Charge per Half Truck.	No. of Animals.	Maximum Rate per Van per Mile.	Minimum Rate per Van per Mile.	Minimum Charge per Van.
	Generally	*d.*	*d.*	*s.*		*d.*	*d.*			*s.*	*d.*	*s.*
Fat Cattle	9	6	3½	5	3	4	2¼	—	—	—	—	—
Lean Cattle	12	6	3½	5	5	4	2¼	—	—	—	—	—
Sheep	40	6	3½	5	15	4	2¼	—	80	1	7	10
Lambs	50	6	3½	5	15	4	2¼	—	100	1	7	10
Bacon Pigs	—	—	—	—	—	—	—	—	—	—	—	—
Pork Pigs	30	6	3½	5	12	4	2¼	—	60	1	7	10
Horses in Cattle Trucks.	6	9	6	5	4	6	4	—				

Name the stations between which the highest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Inverness and Keith, 55 miles, 27*s.* 6*d.* per truck.

Highland Railway.—Inquiry No. 8.—*continued.*

Name the stations between which the lowest rates for the conveyance of live stock are charged, showing the charge for each description, and the distances between the stations.

Inverness and Perth, 144 miles, 54*s.* per truck.

Is there any special charge for cattle to the Royal Agricultural Society's shows? If so, state it.

Yes. If returned unsold carried for half rate.

Inquiry No. 9.—As to Charges at different Periods.

Give, for the lines included in your former returns, the information in the annexed Form, attending to the following conditions:—

The amounts are to represent the average rates charged per mile.

For goods they are to be the rates for long distances, and including terminal charges.

In the cases of railways opened since 1840 or 1850 give the rates at the time of opening and substitute this date at the top of the column.

—	1840.	1850.	1865.
Single passenger fares, 1st class - -	—	—	2*d.*
Do. 2nd class - -	—	—	1½*d.*
Do. 3rd class - -	—	—	1¾*d.*
Horses by passenger trains - - each	—	—	4*d.*
Four-wheeled carriages - - „	—	—	7*d.*
Parcels - - - - -	—	—	—
Oxen - - - per head	—	—	½*d.*
Sheep - - - „	—	—	⅛*d.*
Fish - - - - per ton	—	—	2½*d.*
Coal - - - - „	—	—	1*d.*
Bricks - - - - „	—	—	1*d.*
Manure - - - - „	—	—	1¼*d.*
Iron ore - - - - „	—	—	1*d.*
Bar iron - - - - „	—	—	1¼*d.*
Iron castings - - - „	—	—	2¼*d.*
Stone - - - - „	—	—	1*d.*
Lime - - - - „	—	—	½*d.*
Salt - - - - „	—	—	1*d.*
Grain - - - - „	—	—	1¼*d.*
Flour - - - - „	—	—	1¼*d.*
Timber - - - - „	—	—	1¼*d.*
Hay - - - - „	—	—	2½*d.*
Potatoes - - - - „	—	—	1¼*d.*
Mangold wurzel - - - „	—	—	1¼*d.*
Goods generally, of the kind now included by the Clearing House under the 1st class - -	—	—	2¼*d.*
Goods generally, of the kind now included by the Clearing House under the 2nd „ - -	—	—	2½*d.*
Goods generally, of the kind now included by the Clearing House under the 3rd „ - -	—	—	2¾*d.*
Goods generally, of the kind now included by the Clearing House under the 4th „ - -	—	—	3½*d.*
Goods generally, of the kind now included by the Clearing House under the 5th „ - -	—	—	4*d.*

LEVEN AND EAST OF FIFE RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — Leven and East of Fife Railway, 19 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders Clay Coal Coke Compost Coprolites, *for manure* Culm Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones Granite, *undressed* Gravel Iron ore Iron, *pig* Iron stone Lime and limestone Manure, *in bulk* Materials for road repairs. Peat Potters' earth Pyrites Salt, *rock and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried. Sand Scoriæ Slag Slates, *common* Stone, *in the rough state, building, pitching, paving, kerb or flags.* Sulphur ore Tiles Turf Zinc ore	8*d.*	4 tons.	2 miles.	2*d.* beyond 2 miles and up to 19, the entire length of the railway.	Our railway being only 19 miles, this question does not apply.	Included in foregoing, but varies.		The Company's servants neither load nor unload any of this class of traffic.	—

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

4. If not, state the nature of the exceptions. — There are some special rates but they vary little from the foregoing scale of charges.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — One day for loading and one day for unloading.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

(B.) In Owners' Waggons.

10. State in the following table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240lbs., or the equivalent measurement:—

No goods conveyed on our line in owners' waggons.

Leven and East of Fife Railway.—Inquiry No. 1.—*continued.*

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17 Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions?	Yes.
18. Are junctions considered as stations for this class of traffic?	No.
19. If not, state the exceptions?	
20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given?	All traffic is invoiced through.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—	No.
a. Is the charge based on a minimum annual payment, or on the quantity carried?	
b. Or how otherwise?	
22. Have you any special contracts independent of the foregoing scale of charges or conditions?	No.

MONKLAND RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this return refers, and state their respective lengths. — The Monkland Railways, 72¼ miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by the Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 miles?	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for Loading and Unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
	d.								
Bricks, *common*	3½	No minimum prescribed; not being needed in practice.	Half a mile.	See Table of charges attached hereto.	See Table of charges attached hereto.	No separate or additional charge made.	Yes.	Not done by the Company.	See previous answer.
Cannel	3½								
Chromate ores	3½								
Cinders	3½								
Clay	3½								
Coal	3½								
Coke	3½								
Compost	3½								
Coprolites, *for manure*	3½								
Culm	3½								
Draining pipes and tiles (*com. for agricultural draining*).	3½								
* Dross	3½								
Fire bricks and clay	3½								
Flagstones	3½								
Granite, *undressed*	3½								
Gravel	3½								
Iron ore	3½								
Iron, *pig*	3½								
Iron stone	3½								
Lime and limestone	3½								
Manure, *in bulk*	3½								
Materials for road repairs.	3½								
Peat	3½								
Potter's earth	3½								
Pyrites	3½								
Salt, *rock and unmanufactured.*	3½								
Salt, *in bulk*, including manufactured salt, when so carried.	3½								
Sand	3½								
Scoriæ	3½								
Slag	3½								
Slates, *common*	3½								
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	3½								
Sulphur ore	3½								
Tiles	3½								
Turf	3½								
Zinc ore	3½								

* In some instances the charges for Dross are rather less than those for Coal.

Monkland Railway.—Inquiry No. 1.—*continued.*

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — Generally so.

4. If not, state the nature of the exceptions. — Exceptions occasionally given by reducing the rates for long distances, or to enable traders to compete.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — At owner's risk.

6. If not, state in what respects you depart from this condition. — See last reply.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — Twenty-four hours.

9. What charge do you make for demurrage of waggons? — One shilling and six-pence for every 24 hours, or part of 24 hours above the time allowed as above, but this charge is not rigidly enforced.

(B.) In Owners' Waggons.

10. State, in the following Table, the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	Is it included in the foregoing Charges?
	d.						
Bricks, *common*	2	No minimum prescribed, not being in practice needed.	Half a mile.	*See* Table of charges attached.	*See* Table of charges attached.	No separate or additional charge made.	*See* previous answer.
Cannel	2						
Chromate ores	2						
Cinders	1¾						
Clay	2						
Coal	2						
Coke	2						
Compost	1¾						
Cropolites, *for manure*	1¾						
Culm	2						
Draining pipes and tiles (*common, for agricultural draining*).	2						
Dross	2						
Fire bricks and clay	2						
Flagstones	2						
Granite, *undressed*	2						
Gravel	1¾						
Iron ore	2						
Iron, *pig*	2						
Iron stone	2						
Lime and limestone	1¾						
Manure, *in bulk*	1¾						
Materials for road repairs	1¾						
Peat	2						
Potter's earth	2						
Pyrites	2						
Salt, *rock, and unmanufactured.*	2½						
Salt, *in bulk*, including manufactured salt, when so carried.	2½						
Sand	1¾						
Scoriæ	2						
Slag	2						
Slates, *common*	2						
Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	2						
Sulphur ore	2½						
Tiles	2						
Turf	2						
Zinc ore	2½						

Table of Charges referred to in (A) and (B) above.

First Class.

Dung, Compost, and all sorts of Manure, Cinders, Sand, Lime and Limestone, and all undressed materials for the repair of Public Roads or Highways.	Toll.	Use of Waggons.	Locomotive Power.	Total.
	s. d.	*s. d.*	*s. d.*	*s. d.*
For any distance not exceeding half a mile - - - - per ton	0 0¾	0 1½	0 1	0 3¼
For any distance above ½ mile, and not exceeding 1 mile - - „	0 1½	0 1½	0 1	0 4
„ 1 „ „ 1½ „ - - „	0 2¼	0 2¼	0 1½	0 6
„ 1½ „ „ 2 „ - - „	0 3	0 2¼	0 1½	0 6¾
„ 2 „ „ 2½ „ - - „	0 3¾	0 2¾	0 2	0 8½
„ 2½ „ „ 3 „ - - „	0 4½	0 2¾	0 2	0 9¼
„ 3 „ „ 3½ „ - - „	0 5¼	0 3¼	0 2½	0 11
„ 3½ „ „ 4 „ - - „	0 6	0 3¼	0 2½	0 11¾
„ 4 „ „ 4½ „ - - „	0 6¾	0 3¾	0 3	1 1½
„ 4½ „ „ 5 „ - - „	0 7½	0 3¾	0 3	1 2¼
„ 5 „ „ 5½ „ - - „	0 8	0 3	0 3	1 2
„ 5½ „ „ 6 „ - - „	0 9	0 3	0 3	1 3
„ 6 „ „ 6½ „ - - „	0 10	0 3	0 3	1 4
„ 6½ „ „ 7 „ - - „	0 11	0 3	0 3	1 5
For any distance above 7 miles, a total charge of 1½*d.* per ton per mile.				

Monkland Railway.—Inquiry No. 1.—*continued.*

SECOND CLASS.

Coals, Coke, Charcoal, Culm, Stones for Building, Pitching, and Paving, Bricks, Tiles, Slates, Clay, Ironstone, Iron Ore, and Pig Iron.	Toll.	Use of Waggons.	Locomotive Power.	Total.
	s. d.	*s. d.*	*s. d.*	*s. d.*
For any distance not exceeding half a mile - - - - per ton	0 1	0 1½	0 1	0 3½
For any distance above ½ mile, and not exceeding 1 mile - - „	0 2	0 1½	0 1	0 4½
„ 1 „ „ 1½ „ - - „	0 3	0 2¼	0 1½	0 6¾
„ 1½ „ „ 2 „ - - „	0 4	0 2¼	0 1½	0 7½
„ 2 „ „ 2½ „ - - „	0 5	0 2¾	0 2	0 9¾
„ 2½ „ „ 3 „ - - „	0 6	0 2¾	0 2	0 10¾
„ 3 „ „ 3½ „ - - „	0 7	0 3¼	0 2½	1 0¾
„ 3½ „ „ 4 „ - - „	0 8	0 3¼	0 2½	1 1¾
„ 4 „ „ 4½ „ - - „	0 9	0 3¾	0 3	1 3¾
„ 4½ „ „ 5 „ - - „	0 10	0 3¾	0 3	1 4¾
„ 5 „ „ 5½ „ - - „	0 11	0 1½	0 1½	1 2
„ 5½ „ „ 6 „ - - „	1 0	0 1½	0 1½	1 3
„ 6 „ „ 6½ „ - - „	1 1	0 1¾	0 1¾	1 4½
„ 6½ „ „ 7 „ - - „	1 2	0 1¾	0 1¾	1 5½
For any distance above 7 miles, a total charge of 1½*d.* per ton per mile.				

THIRD CLASS.

Bar Iron, Rod Iron, Hoop Iron, Sheet Iron, and all other similar descriptions of Wrought Iron and Iron Castings, not manufactured into Utensils or other Articles of Merchandise.	Toll.	Use of Waggons.	Locomotive Power.	Total.
	s. d.	*s. d.*	*s. d.*	*s. d.*
For any distance not exceeding half a mile - - - - per ton	0 1½	0 1½	0 1	0 3¾
For any distance above ½ mile, and not exceeding 1 mile - - „	0 2½	0 1½	0 1	0 5
„ 1 „ „ 1½ „ - - „	0 3¾	0 2¼	0 1½	0 7½
„ 1½ „ „ 2 „ - - „	0 5	0 2¼	0 1½	0 8¾
„ 2 „ „ 2½ „ - - „	0 6¼	0 2¾	0 2	0 11
„ 2½ „ „ 3 „ - - „	0 7½	0 2¾	0 2	1 0¼
„ 3 „ „ 3½ „ - - „	0 8¾	0 3¼	0 2½	1 2½
„ 3½ „ „ 4 „ - - „	0 10	0 3¼	0 2½	1 3¾
„ 4 „ „ 4½ „ - - „	0 11¼	0 3¾	0 3	1 6
„ 4½ „ „ 5 „ - - „	1 0½	0 3¾	0 3	1 7¼
„ 5 „ „ 5½ „ - - „	0 11	0 1½	0 1½	1 2
„ 5½ „ „ 6 „ - - „	1 0	0 1½	0 1½	1 3
„ 6 „ „ 6½ „ - - „	1 1	0 1¾	0 1¾	1 4¼
„ 6½ „ „ 7 „ - - „	1 2	0 1¾	0 1¾	1 5½
For any distance above 7 miles, a total charge of 2*d.* per ton per mile.				

DUES.

Incline Plane—For the use of each inclined plane, or any part thereof - - - - - - 1½*d.* per ton.
Crane—For the use of any crane, for loading or unloading - - - - - - - 4*d.*
Wharfage—For all goods loaded or unloaded (excepting coals, dross, ironstone, limestone, and pig iron), at any wharf or basin. - - - - - - - - - - - - 1*d.*

NOTICE.

The Company do not undertake or profess to supply engine power or waggons on all occasions, but only when their arrangements will permit.

Fractions of tons or miles to be charged as by Act.—Trucks and waggons, when off this Company's line, to be charged for by special agreement; and when used upon private branches, to be charged 1*d.* per ton for the first mile, and a ½*d.* per ton for every half mile, or fraction thereof, thereafter.

Demurrage on Waggons.—In addition to the ordinary carriage dues, the sum of 1*s.* 6*d.* for and in respect of every 24 hours' (or any part of 24 hours') detention that may occur, after the expiry of 12 hours from the arrival of the waggons at their destination will be regularly charged. Parties taking waggons into their lyes, and allowing them to be loaded, or remain there unloaded, also subject themselves to this charge.

Any trader who is desirous to save the above charges, can make arrangements for providing waggons for his own use, as he cannot without payment of the charges, be allowed to make use of the Company's waggons.

All dues are payable to the Company's collectors, at their respective offices, on the delivery of the traffic.

10*d.* Do the charges include returning empty waggons?	Yes.
11. Are the above charges uniformly applied between all stations on your system of railways?	Nearly so.
12. If not, state the nature of the exceptions?	Exception, occasionally made by reducing the charges for long distances, or to enable traders to compete.
13. Is the traffic of this class conveyed at owner's risk, or otherwise?	At owner's risk.
14. Do you undertake to convey this class of traffic within a specified time?	No.
15. And to return the empty waggons within a specified time? And if so, in what time?	No.
16. Do you allow demurrage on owners' waggons when not returned within the specified time?	No.

Monkland Railway.—Inquiry No. 1.—*continued.*

FOR THOUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes generally, but not invariably.

18. Are junctions considered as stations for this class of traffic? — If this question means "Are all junctions considered as "stations affording public accommodation to take traffic to "or from them,"—the answer is, No.

19. If not, state the exceptions? — Because, where the junction is constructed merely for interchange of traffic between two or more railways, it may be at a place where there is no public road yielding access thereto.

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The Monkland Railway Company forwards the traffic over its own railway to or from the junction, charging its own dues to the person for whom the traffic is carried.

CONTRACT CHARGES, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? If so,—
a. Is the charge based on a minimum annual payment, or on the quantity carried?
b. Or how otherwise? — No.

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — None.

SCOTTISH NORTH-EASTERN RAILWAY.

INQUIRY No. 1.—Questions in regard to Railway Charges.

1. Give a list of the lines to which this Return refers and state their respective lengths. — The Scottish North-eastern and branches, length 138 miles.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES.

(A.) In Companies' Waggons, when loaded and unloaded by Owners.

2. State in the following Table the charges on your lines for the conveyance of the various articles named in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(*a.*) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(*a.*) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(*a.*) What is the Distance to which this Charge is applicable?	(*b.*) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles.	(*b.*) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(*c.*) What is the Charge per Ton for Terminal or Station Accommodation?	(*c.*) Is it included in the foregoing Charges?	(*d.*) What is the Charge for loading and unloading when done by the Company?	(*d.*) Is it in addition to the foregoing Charges?
Bricks, *common* Cannel Chromate ores Cinders	1*s.*								
Clay Coal Coke	2*d.* 1*s.*								
Compost Coprolites, *for manure* Culm	9*d.*								
Draining pipes and tiles (*com. for agricultural draining*). Dross Fire bricks and clay Flagstones	1*s.*	No minimum load	6 miles.	Varying according to circumstances.		No charge for either.	—	The Company neither load nor unload such traffic.	—
Granite *undressed* Gravel	9*d.*								
Iron ore Iron *pig* Iron stone	1*s.*								
Lime and limestone Manure, *in bulk* Materials for road repairs	9*d.*								
Peat Potters' earth Pyrites	1*s.*								

Scottish North-eastern Railway.—Inquiry No. 1.—*continued.*

Name of Article.	What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?
Salt, *rock and unmanufactured.* Salt, *in bulk*, including manufactured salt, when so carried.	1*s.* 3*d.*	No minimum load	6 miles.	Varying according to circumstances.		No charge for either.	—	The Company neither load nor unload such traffic.	—
Sand - - - - Scoriæ - - - - Slag - - - -	9*d.*								
Slates, *common* - - Stone, *in the rough state, building, pitching, paving, kerb, or flags.*	1*s.*								
Sulphur ore - - -	1*s.* 9*d.*								
Tiles - - - - Turf - - - -	1*s.*								
Zinc ore - - -	1*s.* 9*d.*								

3. Are the above mileage charges uniformly applied between all stations on your system of railways? — No.

4. If not, state the nature of the exceptions. — Exceptions numerous.

5. Is the traffic of this class conveyed at the owner's risk, or otherwise? — No.

6. If not, state in what respects you depart from this condition. — Owner's risk for damage, but company's risk for loss.

7. Do you undertake to deliver this class of traffic within a specified time? — No.

8. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours.

9. What charge do you make for demurrage of waggons? — 3*s.* per day.

(B.) In Owners' Waggons.

10. State in the following Table the charges on your own line for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement :—

The same rates as in company's waggons, but the company allow $\frac{3}{8}$ths of a penny per waggon per mile to the owners.

10*d.* Do the charges include returning empty waggons? — Yes.

11. Are the above charges uniformly applied between all stations on your system of railways? — No.

12. If not, state the nature of the exceptions? — Loss when there is a heavy traffic, and for long distances.

13. Is the traffic of this class conveyed at the owner's risk, or otherwise? — Owner's risk for damage, but company's risk for loss.

14. Do you undertake to convey this class of traffic within a specified time? — No.

15. And to return the empty waggons within a specified time? And if so, in what time? — No.

16. Do you allow demurrage on owners' waggons when not returned within the specified time? — No.

FOR THROUGH TRAFFIC, WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

17. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? — Yes.

18. Are junctions considered as stations for this class of traffic? — Yes.

19. If not, state the exceptions?

20. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — The same waggons are forwarded, the charges are paid and invoiced to pay by the consignees.

CONTRACT CHARGES WHETHER IN COMPANIES' OR IN OWNERS' WAGGONS.

21. Have you any scale of charges applicable to contracts? — No.

If so,—

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

22. Have you any special contracts independent of the foregoing scale of charges or conditions? — No special contracts.

Scottish North-eastern Railway.—*continued.*

INQUIRY No. 2.—Questions in regard to Railway Charges.

FOR ARTICLES CARRIED FROM STATION TO STATION ONLY, OR FROM JUNCTION TO JUNCTION ONLY, ON ALL YOUR LINES, IN COMPANIES' WAGGONS.

1. State in the following Table the charges on your lines for the conveyance of the various articles named, in tons of 2,240 lbs., or the equivalent measurement:—

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in Addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. *d.*									
Alabaster	1 9									
Alkali	1 9									
Alum and alum cake	1 9									
Anchors	1 9									
Asphaltum	1 9									
Asphalte apparatus, *when sent with asphalte.*	1 9									
Axles, wheels, and tyres, *railway.*	1 9									
Axles, *Bessemer made*	1 9									
Axles, wheels, and tyres, *steel, at owner's risk.*	1 9									
Baggage, *military*	1 9									
Bar wood	1 3									
Bark (tanners') *packed*	1 9									
Barley	1 3	No minimum.								
Barytes	1 3									
Baywood	1 3									
Beans	1 3									
Bessemer made shot	1 3									
Bessemer made armour plates.	1 3									
Bessemer made rails	1 3									
Bessemer made ingots	1 3									
Bessemer made rough forgings.	1 3									
Bleaching powder	1 9									
Blocks, *rough cast steel horn.*	1 3									
Bone ash	1 9									
Bone and horn waste, *in truck loads.*	1 9									
Bones, *calcined*	1 0	2 tons								
Bones, *common, for size or manure.*	1 3									
Borings, *iron*	1 3									
Bran	1 3									
Brimstone	1 9									
Builders' implements, *ladders, planks, scaffold poles, &c.*	1 9	No minimum.								
Burr stones	1 9									
Cannon balls	1 9									
Cement	1 9		6 miles	Varying according to circumstances.		No charge.	No	No charge.	No	No deduction.
Cement stone	1 9									
Chains, *large, loose*	1 9									
Chalk	1 9									
Charcoal, *packed*	1 0	2 tons								
Charcoal, *animal*	1 0	Do.								
Charubs or locusts, *actual weight.*	1 9									
Chimney pots, *earthenware at owner's risk.*	1 3									
China clay	1 9	No minimum.								
Clay retorts, *at owner's risk.*	1 9									
Clog blocks, *rough*	1 9									
Coal dust, *in bags and casks.*	1 0	2 tons								
Coal tar and creosote, *in owner's trucks.*	1 9	No minimum.								
Cocoa nut refuse, *for manure.*	0 9	2 tons								
Copperas	1 9									
Copper ore	1 9									
Cordwood, *machine weight.*	1 9									
Cullet, *in casks*	1 9	No minimum.								
Dari	1 9									
Deals, 2½ *tons per standard.*	1 9									
Dills	1 9									
Disinfecting powder	1 9									
Drain pipes	1 0	2 tons								
Earth nuts	1 9									
Emery stone	1 9									
Farina	1 9									
Felloes, naves, and spokes.	1 9									
Fire-clay chimney cans, *at owner's risk.*	1 9									
Fire-clay vent linings, *at owner's risk.*	1 9									
Fire-clay ware, *not otherwise specified, at owner's risk.*	1 3	No minimum								
Fire-wood, prepared, and fire-lighters, *in truck loads of 3 tons and upwards.*	1 3									

Scottish North-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per Ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Flints	1 9									
Flint, ground, *packed, in truck loads of 3 tons and upwards.*	1 9									
Flooring boards	1 3									
Flour	1 3									
Founders' dust, *packed*	1 9									
Fuller's earth	1 9									
Fustic	1 9									
Gas and coal tar, and creosote, *in owners' trucks.*	1 9									
Gas and water pipes, *iron, except water pipes for spouting, and their connexions.*	1 9									
Gas water	1 9									
Glue pieces, *wet*	1 9	No minimum.								
Grains, *brewers' and distillers'.*	1 3									
Grain, flour, &c. (*See separate entries*).	1 3									
Grindstones, *at owner's risk.*	1 9									
Guano	1 3									
Gurdgeons	1 9									
Gypsum	1 9									
Hominy	1 9									
Hoopwood, *rough, in bundles.*	1 9									
Ice, *in 4 ton lots (weight taken at starting point).*	1 9									
Indian corn	1 3									
Boiler plates, bars, and other undamageable iron.	1 0	2 tons								
Forgings, *in the rough, not otherwise specified.*	1 9	No minimum.								
Iron retorts	1 9	Do.								
Scrap iron	1 0	2 tons								
Iron spikes	1 0	Do.								
Lead ore	1 0	Do.								
Lathwood	1 3	No minimum								
Lead, *pig*	1 0	2 tons								
Leather shavings, *for manure.*	1 9									
Mahogany	1 3									
Malt and meal	1 3									
Malt culms, *actual weight.*	1 9									
Manganese	1 9									
Manures, *packed*	1 3									
Manure *shoddy*	1 3		6 miles	Varying according to circumstances.		No charge.	No	No charge.	No	No deduction.
Millet	1 3									
Muriate of potash	1 9									
Nitrate of soda	1 3									
Oats	1 3									
Ochre	1 9									
Oil cake	1 3									
Oil cake, *ground*	1 3									
Paddy or rice, *in the husk.*	1 9									
Points and crossings, *railway.*	1 9	No minimum.								
Patent fuel	1 9									
Peas, *dried*	1 3									
Pelts, *wet*	1 3									
Pipe clay	1 9									
Plaster	1 9									
Pollard	1 3									
Posts and rails *for fencing.*	1 9									
Postwood, *machine weight.*	1 9									
Pozzolano	1 9									
Propwood, *machine weight.*	1 3									
Sleepers, *railway, machine weight.*	1 3									
Rice flour and meal	1 3									
Ropes, *old, including wire ropes.*	1 9									
Rye	1 3									
Sago flour	1 3									
Salt, *in bags*	1 0	2 tons								
Salt, *manufactured*	1 9									
Salt cake	1 3									
Sanitary tubes	1 9									
Sash weights	1 9									
Satin white	1 9									
Sawdust	1 9									
Seeds, flax	1 9									
Seeds, linseed	1 9									
Seeds, rape	1 9									
Seeds, *for crushing for oil.*	1 9									
Sharps	1 3	No minimum.								
Shelling	1 3									
Soda	1 9									
Soda ash	1 9									
Soot	1 9									
Spelter	1 9									
Spetches, *wet*	1 9									
Staves	1 3									
Steel plates, *for ship-building.*	1 9									
Stone, *roughly wrought up as troughs, sinks, &c.*	1 9									

Scottish North-eastern Railway.—Inquiry No. 2.—*continued.*

Name of Article.	(a.) What is the Minimum Charge per Ton for each Article for the shortest Distance?	(a.) What is the Minimum Load of each Article below which you refuse to take it at these Rates?	(a.) What is the Distance to which this Charge is applicable?	(b.) What is the Charge per ton per Mile when this Distance is exceeded, and up to 50 Miles?	(b.) What is your Scale of Charges according to Distance for Distances beyond 50 Miles?	(c.) What is the Charge per Ton for Terminal or Station Accommodation?	(c.) Is it included in the foregoing Charges?	(d.) What is the Charge for Loading and Unloading when done by the Company?	(d.) Is it in addition to the foregoing Charges?	(d.) Is any and what Deduction made when the Loading or Unloading is done by the Owner?
	s. d.									
Tares	1 3	No minimum.	6 miles.	Vary according to circumstances.		No charge.	No	No charge.	No	No deduction.
Tiles, *roofing, ridge, paving (quarries), at owner's risk.*	1 9									
Timber, *logs or baulks, by measurement.*	1 3									
Tyres. (*See axles and wheels.*)	1 9									
Umber	1 9									
Vegetables, 3 tons and above—*including cabbages, green peas, new potatoes, water cress, and all others, except as under.*	1 9									
Vegetables in packages, in 2 ton lots—*including carrots, mangel wurzel, onions, old potatoes, and turnips.*	1 9									
Vetches	1 9									
Wheat	1 3									
Wheels, *railway.* (*See axles.*)	1 9									
Whiting	1 9									

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instances of each class of exceptions.

4. Is the traffic of articles in this return conveyed at the owner's risk, or otherwise? — At company's risk.

5. If not, state in what respects you depart from this condition.

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours, and a few hours for unloading, according to circumstances.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — We do not warehouse.

9. What charge for warehousing is made after the period has expired?

10. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions. — We make through charges with all railways in connection, but we do not book to stations south of London.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — We book locally to our terminals, and hand over the goods with charges to next company.

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts? If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried? — No.

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or conditions? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions. — Not in all cases. We book to London and other parts of England by East and West Coast routes, although there is a difference of distance.

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply. — Yes, to the shortest route.

19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars. — No.

Scottish North-eastern Railway—*continued.*

INQUIRY No. 3.—Questions in regard to Railway Charges.

1. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.)		(b.)		(c.)	(d.)		(e.)		(f.)	(g.)
	What is the Minimum Charge for Articles under 112 lbs. Weight?	What is the Scale of Charge for Articles under 112 lbs. according to Distance?	What is the Minimum Charge per Ton?	What is the Distance to which this Charge is applicable?	What is the Charge per Ton per Mile when this Distance is exceeded?	What is the Charge per Ton for Porterage and Station Accommodation?	Are these Charges included in the Mileage Rates?	What is the Charge per Ton for Collection and Delivery?	Are these Charges included in the Mileage Rates?	Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acetate of lime, *in casks.*											
Acetate of soda											
Acetic acid, *in casks*			1*s.* 9*d.*		3½*d.*						
Ale and porter, *in casks*											
Ammonia, *in casks or iron drums.*											
Antimony ore											
Anvils			1*s.* 3*d.*		2½*d.*						
Apples											
Argols			1*s.* 9*d.*		3½*d.*						
Arm and share moulds											
Ashes, *pot and pearl*			1*s.* 3*d.*		2½*d.*						
Asphalte apparatus, *when not sent with asphalte.*											
Bagging, *Surat*											
Barilla											
Biscuit, *dog*											
Blubber											
Blocks, *bobbin*											
Boilers, *under 30 feet long.*											
Bomb shells (not loaded).											
Bone and horn waste, *in less quantities than 3 tons.*											
Bones, *packed*											
Bottles, *black and green, or common glass.*											
Broom and brush blocks.											
Buffers, *Railway*											
Canada plates											
Cannon			1*s.* 9*d.*		3½*d.*						
Capstan bars											
Castings, *light or heavy, not otherwise enumerated, at owner's risk.*											
Cattle food, *prepared*											
Chicory root											
Cider, *in casks*											
Clay retorts, *at company's risk.*											
Clog soles, *dressed*											
Clothes pegs, *packed*											
Clover seed, *at owner's risk.*											
Cobalt ore											
Cocoa nut fibre or husk.	3*d.*	2*s.* for 90 miles.		6 miles		Nil.	Nil.	We do not collect or deliver.	No	No	No.
Cocoa nut matting											
Cotton wool											
Crowbars											
Cutch											
Divi divi											
Doors, *in cases*											
Dyewoods, *not elsewhere specified.*											
Earthenware, *loose, at owners' risk, not less than 1 ton.*			1*s.* 3*d.*		2½*d.*						
Earthenware bottles											
Epsom salts, *in casks*											
Esparto or Spanish grass, *not less than 2 tons per waggon.*											
Farina, *calcined*			1*s.* 9*d.*		3½*d.*						
Fish, *i.e.*, thoroughly cured white herrings *in brine.*											
Flint, *ground, packed, under 3 tons.*											
Fustic, *ground or chipped.*			1*s.* 3*d.*		2½*d.*						
Gambier											
Gasometer sheets			1*s.* 9*d.*		3½*d.*						
Gooseberries, *unripe*											
Grain and flour, &c., viz :—											
Groats			1*s.* 3*d.*		2½*d.*						
Pearl barley											
Pot barley											
Shudes											
Granite, *polished and dressed, in blocks.*											
Grease											
Greaves			1*s.* 9*d.*		3½*d.*						
Grindstones, *at company's risk.*											
Gunny bags, *old*											
Gun stocks, *rough*											
Hides, kips, and sheepskins (*foreign*) *salted or in bales.*			1*s.* 3*d.*		2½*d.*						
Hoofs and horns, *cow and ox, packed.*											
Hoops, wood and iron			1*s.* 9*d.*		3½*d.*						
Horn tips, *packed*											
Ice, *packed*											
Ink, *in crates or casks*											

Scottish North-eastern Railway—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Iron bolts			1*s.* 3*d.*		2½*d.*						
Iron bridge work, *of plates in parts, not exceeding 30 feet, girders excepted.*			1*s.* 9*d.*		3½*d.*						
Iron buoys, buckets, and cisterns.											
Iron, corrugated			1*s.*		2*d.*						
Iron cranework, *of plates in parts, not exceeding 30 feet.*			1*s.* 9*d.*		3½*d.*						
Iron, galvanized			1*s.*		2*d.*						
Iron girders, *not exceeding 15 feet in length.*			1*s.* 9*d.*		3½*d.*						
Iron hoops, sheets, or other damageable iron.			1*s.*		2*d.*						
Iron horse shoes and horse shoe bars.											
Iron masts, *Ships, minimum one ton per waggon.*			1*s.* 9*d.*		3½*d.*						
Iron nails			1*s.* 3*d.*		2½*d.*						
Iron nuts											
Iron rivets											
Iron rolls, *cast or wrought, polished, packed or in bags, at Owner's risk.*											
Iron shoe tips			1*s.* 9*d.*		3½*d.*						
Iron spoutings and connexions, *at owner's risk.*											
Iron studs			1*s.* 3*d.*		2½*d.*						
Iron staples											
Iron tubing											
Iron washers											
Iron weights, *for weighing.*											
Iron wire, *not damageable.*											
Iron wire, *galvanized*			1*s.* 9*d.*		3½*d.*						
Jute											
Keys, *railway, wooden*											
Lancewood spars											
Laths, *in bundles*											
Lead ashes, *in bags*											
Lead, sheet and piping											
Lead, *red and white*											
Lime salt											
Linseed meal			1*s.* 3*d.*		2½*d.*						
Litharge			1*s.* 9*d.*		3½*d.*						
Logwood, *ground or chipped.*			1*s.* 3*d.*		2½*d.*						
Marble, *in blocks*			1*s.* 9*d.*		3½*d.*						
Metal *Sheathing, new or old.*	3*d.*	2*s.* for 90 miles.	1*s.* 3*d.*	6 miles.	2½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.
Millboards											
Molasses											
Muriate of iron, *in casks.*											
Mustard seed, *for grinding,*											
Myrobolans											
Nickel ore											
Nitrate of lead											
Oils, *in casks or iron drums,* viz.:—											
Cocoa nut											
Cod											
Cotton seed											
Lard											
Linseed											
Palm											
Pine											
Rapeseed											
Seal											
Train											
Whale											
Onions *in brine, in ton lots.*											
Osiers and twigs, *green and wet.*											
Paper, coarse, *for wrapping goods or printing newspapers.*			1*s.* 9*d.*		3½*d.*						
Paper, *waste*											
Paraffin *wax*											
Pasteboard											
Pears, *common*											
Perry, *in casks*											
Pitch											
Pumice stone											
Putty											
Quercitron bark											
Rags											
Railway springs											
Rice											
Rosin											
Rottenstone											
Saltpetre											
Scrap steel											
Seal skins, *wet and salted.*											
Seeds, *agricultural, at owner's risk.*											
Sheep skins, *in casks*											
Sheep wash, *in casks*											
Shovel moulds											
Shumac											
Silicate of soda											
Size, *in casks*											
Skins, *in casks*											

Scottish North-eastern Railway.—Inquiry No. 3.—*continued.*

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Slate slabs, *not in cases at owner's risk.*			1*s.*		2*d.*						
Slate slabs, *in cases*											
Soap											
Spade trees											
Split peas											
Stannite of soda											
Steam hammers, *of heavy castings and forgings, not exceeding 6 Tons.*			1*s.* 9*d.*		3½*d.*						
Stearine											
Steel, *blistered*											
Stone, *carved, for building purposes, at owner's risk.*			1*s.*		2*d.*						
Sugar (*raw or refined*), *in casks and bags.*			1*s.* 3*d.*		2½*d.*						
Sulphate of alumina											
Sulphate of copper											
Sulphate of soda											
Sulphate of zinc											
Syrup											
Tallow											
Tar											
Terra japonica											
Tiles, *ornamental, encaustic, and tesselated.*											
Tiles, *roofing, ridge, paving (quarries), at company's risk.*											
Tin, *in blocks, ingots, and boxes.*											
Treacle											
Turntables, *in parts*											
Valonia			1*s.* 9*d.*		3½*d.*						
Vegetables, 1 *ton and under 3 tons, including all kinds, except as follows :—*				6 miles.		Nil	Nil.	We do not collect or deliver.	No.	No.	No.
Vegetables viz. :— Carrots, mangel wurzel, onions, old potatoes, and turnips, *in packages less than 2 tons.*	3*d.*	2*s.* for 90 miles.									
Verjuice, *in casks*											
Vinegar, *in casks*											
Vitriol stone											
Washing powder and paste.											
Woad											
Wood acid, *in casks*											
Woods, viz. :— Boxwood											
Camwood											
Cedar											
Ebony											
Firewood, *prepared, less than 3 tons.*											
Lignum vitæ											
Lima wood											
Maple			1*s.* 3*d.*		2½*d.*						
Nicaragua											
Rose wood											
Sapan wood											
Satin wood											
Snake wood											
Tulip wood											
Walnut wood											
Zebra wood											
Other furniture woods not specified.											
Zinc, *ingots, &c.*											
Zinc-white, or Oxide of Zinc.			1*s.* 9*d.*		3½*d.*						

2. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what, Rates?
For the whole of the articles included in the Second Class of the Clearing House Classification. Appendix CP.	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles.	3½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.
Except the following :— Chains, *small, not exceeding ¼ inch loose.* Earthenware, *in casks and crates.* Hides, kips, and sheepskins, *green or market, at owners risk.* Sugar, *lump, loose* Vices	do.	do.	1*s.* 3*d.*	do.	2½*d.*	do.	do.	do.	do.	do.	do.

Scottish North-eastern Railway.—Inquiry No. 3.—*continued.*

3. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only:—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll and, if so, at what Rates?
For the whole of the articles included in the THIRD CLASS of the Clearing House Classification. Appendix CP.	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles.	3½*d.*	Nil.	Nil	We do not collect or deliver.	No.	No.	No.
Except the following:—											
Hydes, kips, and sheepskins, *dry, loose.*	do.	do.	1*s.* 3*d.*	do.	2½*d.*	do.	do.	do.	do.	do.	do.
Hides, kips, and sheepskins, *green or market, not declared at owner's risk.*											

4. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FOURTH CLASS of the Clearing House Classification. Appendix CP.	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles.	3½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.

5. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only.

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. Weight?	(a.) What is the Scale of Charge for Articles under 112 lbs, according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
For the whole of the articles included in the FIFTH CLASS of the Clearing House Classification. Appendix CP.	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles.	3½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.

Scottish North-eastern Railway.—Inquiry No. 3.—*continued.*

6. State in the following Table the charges for the conveyance of the various articles named, between stations on your own lines, in tons of 2,240 lbs., or the equivalent measurement, including collection and delivery. Specify against any of these articles those which are from station to station only :—

Name of Article.	(a.) What is the Minimum Charge for Articles under 112 lbs. weight?	(a.) What is the Scale of Charge for Articles under 112 lbs. according to Distance?	(b.) What is the Minimum Charge per Ton?	(b.) What is the Distance to which this Charge is applicable?	(c.) What is the Charge per Ton per Mile when this Distance is exceeded?	(d.) What is the Charge per Ton for Porterage and Station Accommodation?	(d.) Are these Charges included in the Mileage Rates?	(e.) What is the Charge per Ton for Collection and Delivery?	(e.) Are these Charges included in the Mileage Rates?	(f.) Are there any exceptional Charges for Collection and Delivery? If so, state the Stations and Charges.	(g.) Are any of these Articles carried upon Toll, and, if so, at what Rates?
Acids and other highly corrosive articles.	According to agreement.										
Basket carriage bodies and Bath chairs, *at company's risk.*	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles	3½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.
Caravans, *showmen's and others.*											
Carriage bodies, *finished, in cases.*											
Railway carriages, on their own wheels.	By agreement.										
Boilers, of unusual dimensions.											
Contractors' waggons and materials (*excepting rails and chairs.*)											
Furniture, *in mats or loose.*	3*d.*	2*s.* for 90 miles.	1*s.* 9*d.*	6 miles	3½*d.*	Nil.	Nil.	We do not collect or deliver.	No.	No.	No.
Furniture, *in vans, carts, or frames.*											
Forgings or castings, above 6 tons.	By agreement.										
Gunpowder - - -											
Lucifer matches, and other inflammable articles.											
Locomotive engines and tenders, on their own wheels.											
Petroleum and photogenic oil.											
Railway waggons - -											
Statuary - - -											
Returned empty packages	2*d.*	1*d.* per cwt. for every 10 miles; no less charge than 2*d.*									
Small packages - -	3*d.*										

2. Are the above mileage charges uniformly applied between all stations on your system of railways? — Yes.

3. If not, state the nature of the exceptions, and give an instance of each class of exceptions.

4. Is the traffic of these articles carried at the company's risk (excepting the articles otherwise specified)? — At company's risk.

5. If not, state in what respects you depart from this condition?

6. Do you undertake to deliver the traffic of articles in this return within a specified time? — No.

7. What time is allowed at the stations for loading and unloading this class of traffic? — 24 hours, and a few hours for unloading, according to circumstances.

8. For what period do you keep any of the articles in this return in your warehouses free of charge? — We do not warehouse.

9. What charge for warehousing is made after the period has expired?

10. What charge do you make for demurrage of waggons? — 3*s.* per waggon per day.

FOR THROUGH TRAFFIC.

11. Do you make through charges for this class of traffic with all other railway companies connected with your system by junctions? If not, state the exceptions, and give an instance of each class of exceptions? — We make through charges with all railways in connection, but we do not book to stations south of London.

12. Are junctions considered as stations for the traffic of articles in this return? — Yes.

13. If not, state the exceptions, and give an instance of each class of exception.

14. What arrangements are made for the interchange of traffic with other companies, when through charges are not given? — We book locally to our terminals, and hand over the goods with charges to next company,

GENERAL QUESTIONS.

15. Have you any scale of charges applicable to contracts, If so,— — No.

a. Is the charge based on a minimum annual payment, or on the quantity carried?

b. Or how otherwise?

16. Have you any special contracts independent of the foregoing scale of charges or condition? — No.

17. Is the traffic in all cases sent by the shortest railway route in connexion with your system of railways? If not, state the exceptions, and give an instance of each class of exceptions? — Not in all cases. We book to London and other stations in England by east and west coast routes, although there is a difference of distance.

Scottish North-eastern Railway.—Inquiry No. 5.—*continued*

18. Do the mileage rates apply to the shortest railway route? If not, state to what distance they apply.	Yes, to the shortest route.
19. Are any articles in this class ever carried in owner's waggons? If so, state the particulars.	No.

INQUIRY No. 4.—As to Acts of Parliament authorizing Tolls and Rates.

Give a list of the Acts of Parliament now in force, under which you are authorized to levy tolls and rates on the lines included in your former return.

1. The Aberdeen Railway Act, 1845. 8 & 9 Vict. c. 153.
2. The Scottish Midland Junction Railway Act, 1845. 8 & 9 Vict. c. 170.
3. The Dundee and Arbroath Railway Act, 1848. 11 & 12 Vict. c. 129.
4. The Arbroath and Forfar Railway Act, 1836. 6 Gul. IV. c. 34.
5. The Scottish Midland Junction Railway Branches Act, 1853. 16 & 17 Vict. c. 82.
6. The Alyth Railway Act, 1858. 21 Vict. c. 43.
7. The Perth Almond Valley and Methven Railway Act, 1856. 19 & 20 Vict. c. 136.
8. The Scottish North Eastern (purchase of Carmyllie Railway) Act, 1865. 28 Vict. c. 83.

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